

Fine for poaching skipper

AN IRISH trawler was escorted into Fleetwood last week by the fishery protection vessel HMS Cuxton after being caught fishing in the six-mile limit.

John McDowell of Analong, Co. Down, the skipper of the Dublin-registered trawler *Croide An Duin* (seen right with HMS Cuxton) was fined £100 last Saturday when he appeared before Fleetwood Magistrates. He also had his catch and gear confiscated.

Mr. R. O. Sutton, prosecuting for MAFF, said that the vessel was seen fishing off the coast of Cumbria by the protection ship.

The Irish trawler was boarded and the skipper was instructed to haul his net. The vessel had been approximately 5½ miles off the coast.

Skipper McDowell said he checked his instruments and thought he was outside the limit. He then went down below for breakfast and, when he came up again, he was informed by the Navy that he was inside the limit.

YOUNG'S TO CLOSE FACTORY

YOUNG'S Seafoods Ltd. is to close its fish processing factory in Yell, one of Shetland's worst unemployment areas.

If the 20 people working at the factory cannot find jobs, unemployment for the island will double. It will reach about ten per cent, about twice the figure for Shetland as a whole.

Young's is offering its workers jobs at its other factories in Lerwick, but few are likely to make the move from their island home.

'Innes' is still up front

THE Newington Co. stern trawler *Hammond Innes* retains her 24-year lead in the Hull Distant Water Challenge Shield Competition.

She looked like dropping strong grip.

back during the May *Hammond Innes* now has a placing, but in the latest lead of 2,757 points over C. S. chart she has regained her *Forester*, which dropped to June positions.

	Kits	Points
1 (1) <i>Hammond Innes</i> (Newington)	15,484	21,827
2 (2) <i>Arctic Cavalier</i> (Boyd Line)	14,719	19,627
3 (3) <i>C. S. Forester</i> (Newington)	13,316	19,070
4 (4) <i>St. Dominic</i> (Hamling)	13,537	18,680
5 (5) <i>Somerset Maugham</i> (Newington)	14,191	18,008
6 (6) <i>Lord St. Vincent</i> (BUT)	12,481	17,172
7 (7) <i>Ross Sirius</i> (BUT)	11,474	16,984
8 (8) <i>Ross Altair</i> (BUT)	10,842	16,804
9 (9) <i>Ross Trafalgar</i> (BUT)	11,148	16,663
10 (10) <i>Benella</i> (Marr)	10,364	16,598

fishing news

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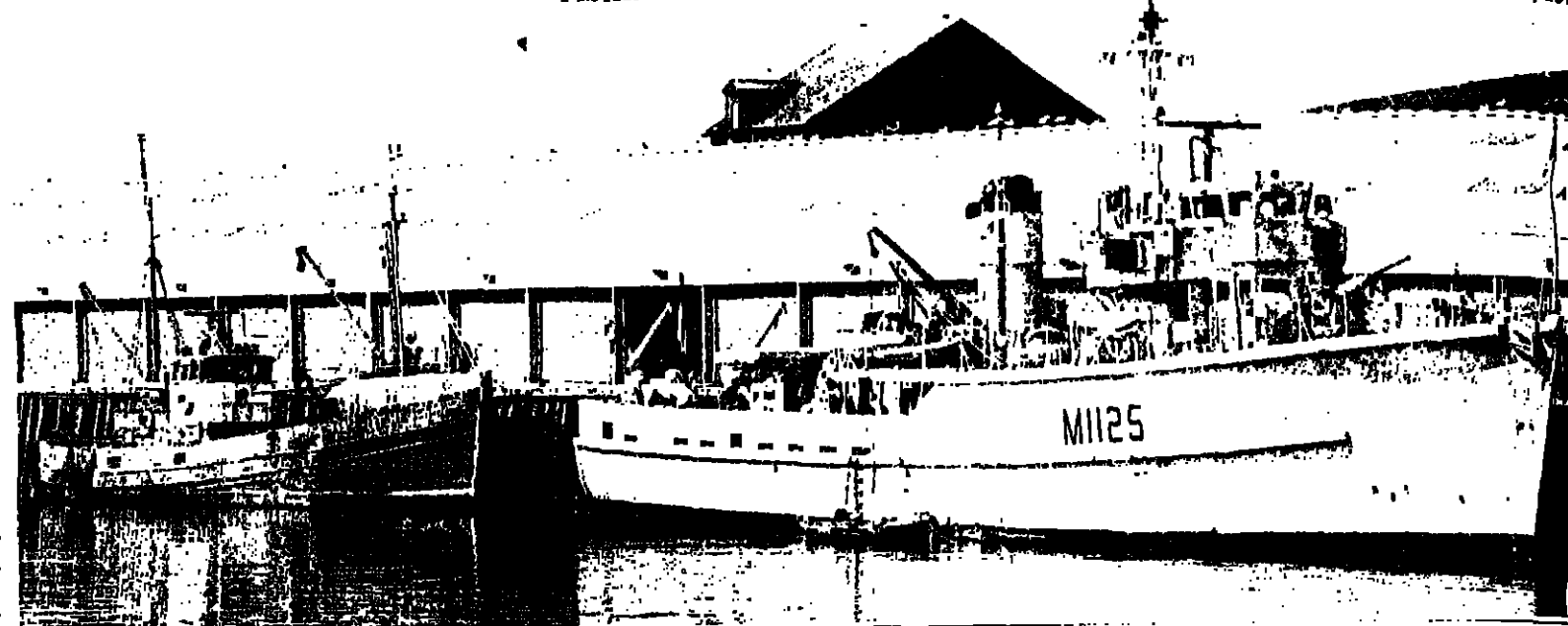
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FAROE LIMIT WILL MAKE DEAL VITAL

THE announcement that the Faroese have decided to declare a 200-mile fishing limit has not come as a surprise to trawlermen. It was more or less expected as fishing is the mainstay of the islands' economy.

Aberdeen trawlermen will be badly affected by such a move as 25 per cent of the Aberdeen catch comes from Faroe waters.

Their only hope is that the British Government, which so far have shown little concern for this important industry, may come to some agreement with the Faroese authorities.

Speaking of the Faroese plan, Robert Allan, chief executive of the Scottish Trawlers' Federation, said the key issue now is the ability of the Government, through the EEC, to go in and negotiate a viable reciprocal deal.

"We must get an assurance that the Government are prepared to do this," he said.

Faroe had a fair interest in certain resources in our waters and both sides had to assess what they could contribute to negotiations to produce a viable arrangement for the future.

Dutch hull

FOLLOWING the report in *Fishing News*, July 30, on the Irish steel trawler *Olagary*, we would like to point out that the hull and superstructure was built in Holland by the Halkvoort yard. Fitting out was completed by BIM's Killybegs yard.

Mr. Allan said any catch restriction would be a serious blow for the Aberdeen industry.

The Faroese development is complicated by the fact that a 200-mile limit would technically include Shetland.

This means that agreement would have to be reached on a median line.

Stolen boat: patrol plea

A DEMAND for increased security at Ayr harbour is being made following the theft of Skipper William Gibson's £25,000 fishing boat *Britannia*.

The boat was found adrift some miles south of Ayr and towed back by a coaster. Tron lifeboat later picked up *Britannia*'s inflatable liferaft.

Skipper Gibson (52) said someone had smashed a hatch in his boat and broken into the wheelhouse. Recently, he had an expensive radio stolen.

"It's high time something was done about this state of affairs at Ayr harbour. Boats are being broken into every week," he said.

"The fish quay at Ayr open to anyone, unlike 12 harbours which have locks. So unless the police can control the situation, we have to consider employing our own security guards to look after the boats, especially over the weekend."

Ayr police stated that no youths would be appearing in court in connection with *Britannia*'s disappearance.

Glenda finds a partner

GRIMSBY seiner and pair trawling agents E. Richardson & Co. Ltd. has announced a new partner for its multi-purpose *Glenda* (Skipper Francois Wintain).

She has teamed up with the pair trawler *Paul Antony* which lost her partner, *Frembok*, who who reverted to being Skipper Jackie Zeebren.

Mr. Zeebren, 54, is assuming command of *Paul Antony*, arriving at Grimsby from her Danish builders 18 months ago. *Glenda* has concentrated on single boat trawling and is well suited for pair trawling.

The new team left for the North Sea ground this week.

MPs LOOK AT FISHING GIVEN BIG WELCOME

NEWS that an all-party committee of MPs is to carry out an investigation into the fishing industry received a big welcome at Fleetwood last week.

Walter Clegg, MP for North Fylde, said: "I am delighted — this is a good sign that Parliament sees how important the fishing industry is to the country."

"It is particularly encouraging that Parliament itself, through its own committees, should investigate the problems that are facing us."

"I am sure that this investigation will be welcomed by everyone in the industry, who will be keen to put their views to the committee."

"The Trade and Industry sub-committee should be able to make a far more independent assessment than we would get from a Government inquiry. And I would hope that after a full debate on the committee's report, the Government would be prepared to carry out its recommendations."

Geoff Anderson, president of the Fleetwood Fish Merchants' Association, said: "Over the months we have had the impression that the Government couldn't care less about the vast difficulties faced by the fish trade."

"At least this investigation shows some interest is being shown and that the Government have had to face the facts."

In the current top 15 (right) positions held in the previous month are indicated by asterisks.

representatives from the industry made a recent visit to London — may not have fallen on completely deaf ears.

"Obviously we will welcome any investigation and hope that the Government will act quickly on any worthwhile recommendations that the body makes."

"We know that what they will find is an industry in a serious depression, but trying hard to move forward."

From page one shared by trawlermen from Rhedean and Priscillian when they land.

There does not seem much hope, either, of the Robinson trawlers remaining in Grimsby when they are put up for sale — a Lowestoft company is understood to be showing interest.

The family business began over a century ago when Thomas Robinson (later Sir Thomas Robinson, K.B.E.) went to sea as a boy in sailing smacks. By the age of 30 he was a smack owner and was building up a fleet of vessels.

He was one of the prime movers from sail to steam and, even after his death in the 1920s, the business never lost its enterprise.

In the early 1960s Frank Robinson was the first

Grimsby owner to build motor trawlers, with *Grimsby* and *Thessalonian* being the forerunners of the present Grimsby motor trawlers.

Mr. Robinson also introduced inflatable lifeboats to his fleet as an extra safety appliance before the Board of Trade legislation made them compulsory.

This well-respected and extremely popular company will be sadly missed in Grimsby. It is very sad that the present recovery in the fishing returns did not come soon enough to allow it to continue as a trawler owner.

Apart from its trawling interests with trawling company, operating under the name of Robinson's, the firm was also engaged in processing fish products.

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FLEET FOLDS

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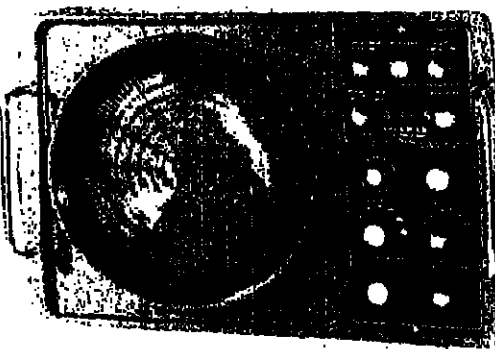


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FISHING NEWS

Two hurt as boats collide

TWO fishermen were injured this week when the Seahouses-based *Fidelis* and the Peterhead-based *Ugievale* were in collision in thick mist.

The vessels were fishing off Beadness, on the Northumberland coast, when the accident happened.

The 64ft *Fidelis* limped back to harbour where pumping was carried out by a Seahouses fire-unit. *Ugievale* returned to Peterhead for repairs.

Skipper Jack Dawson and crewman, Ken Swanston, received medical treatment.

BUT's Kingston Amber (Skipper M. Redfern), back from a 23-day trip to the Icelandic coast, made 253,773 at Hull on Monday for 2,038 kits. The catch included 188 kits of haddock which averaged £28.20 per kit.

Two Fleetwood trawlers gross over £40,000

FLEETWOOD'S stern trawlers dominated landings at the port last week. At the top of the list was *Jacinta*, one of the favourites to take this year's top ship title.

Skipper Bernard Birley, standing in for Skipper Bill Taylor who is on holiday, took the vessel to Iceland and returned after 18 days with more than 1,800 kits, including over 1,200 of cod, which sold for £43,822.

Also in the money was the

stern trawler *Lunedra* (Skipper Bill Reader). This vessel also worked Iceland and returned with 1,806 kits, including 1,059 of cod, 100 of haddock, 500 of coley and 30 of reds, which sold for £41,912.

Earlier in the week, *Boston Blenheim* (Skipper Bob Rawcliffe) continued a good series of grossings when she landed 1,771 kits from Iceland which sold for £37,705.

Completing landings from Iceland was the side trawler *Boston Explorer* which land-

ed 1,244 kits making £30,507. It was again *Rockall* which provided the bulk of mid-water supplies. The outstanding catch from the sea was landed by the 130ft *Bliss* which was commanded by Skipper Tom Christy. She was making her first trip to sea after some time in shore position.

He showed he had lost none of his skill when he brought the vessel back to port with 1,097 kits, including 10 of hake, 60 of cod, 935 of haddock and 40 of squid, which sold for £15,646.

Idena's sister-ship, *Amanna*, also worked *Rockall*. Skipper John Burns brought the vessel back to port after 10 days with 816 kits, including 800 of haddock, which sold for £14,083.

Success

Another small stern trawler *Navona* (Skipper Tom Wesson) did not fare quite as well as the others. She landed 66 kits, including 550 of haddock, which sold for £10,255.

It was not only the stern trawlers which found success at the Rock. Wyre Defiance (Skipper Dick Farrer) returned from the area with 63 kits, including more than 50 of haddock, which sold for £11,210.

On the same day there was very different fortune for *Granton Osprey*, making her first landing at the port since being purchased from Scotland. She also worked *Rockall*, but managed a catch of only 308 kits which sold for £3,584.

In the nearwater section it was the pocket trawler *Replenish* (Skipper Michael Oldman) which took the lion's share. She landed 441 kits, including more than 280 of coley, which sold for £12,346.

In the inshore section catches were generally small but prices were proved, while there was steady demand for other varieties.

Seiner record goes again... and again

GRIMSBY'S port seiner record was smashed twice on Monday when *Behmael* (Skipper Anton Bojan) and *Veralla* (Skipper "Bebbe" Olesen) turned in the port's first ever five figure seiner grossings. Prices were sky high.

Agented by Consolidated Fisheries, *Behmael* (which held the record for a week in June) grossed £10,547 from 280 kits after a 16-day trip. This time, however, her

Day out on the fishermen

A PARTY of retired Peterhead fishermen (above) recently had a day's coach outing to Perth and Kirriemuir. Arrangements were made by Superintendent James Ralph of the local branch of the Royal National Mission to Deep Sea Fishermen (in uniform). The cost of the trip was met by contributions from skippers and crews of the local fishing fleet.

'FAMINE' THREAT AT GRIMSBY

THERE were the first signs of a fish famine at Grimsby last week as most vessels returned to port with lighter catches traditionally associated with the "August gap".

Supplies, especially towards the weekend, were only moderate, but the exceptional demand of late was maintained and another spate of hefty grossings was made by most vessels.

Merchants reported no let-up in the high quayside prices and cod in one reported instance rose to 244 per 10-stone kit, although more realistic prices for cod were on the 230 mark.

Pleice, too, sold very keenly and another isolated sale changed hands at 255 per kit. Skipper Roy Kurr, in of redfish remained unsold. BUT's *Vivara*, landed the week's top trip of 1,890 kits from a 20-day Icelandic voyage on the Monday topped £10,000 despite some

£43,280 from codstuffs and a few coley was too good for the other eight distant waters. *Boston Phantom* (Skipper Tom Smith) put in a good performance on the same day to make £37,902 from 1,682 kits, including over 800 of haddock, from a 21-day Icelandic trip, while the only vessel to really come unstuck was *Ross Kharism* (Skipper Eddie Hall).

Her 22-day haul to the White Sea and Norway Coast produced only 875 kits and, when these came under the salesman's hammer, 264 kits of redfish remained unsold.

Unluckily leaving a £16,501 grossing. All the middle waters were quiet, the Monday

had made fishing difficult. Lindsey Trawler's *Lepanto* (Skipper Bob Sinclair) produced a nice mixed trip of 623 kits to make £10,348, which was a very creditable show for the 117 footer.

As usual the battle for top spot lay between BUT and the Taylor fleet with an early grossing of £19,804 from 587 kits by BUT's *Ross Clive* (Skipper Alan Redpath) heading the rest.

Blustery northlies in the North Sea affected some seiner catches and the market on August 3 was notable for the absence of any local seiner or pair team landings. The first time this has happened during August for many

years. Visholme in *Suromen* was the week's top tripper with 27 kits from 245 kits among the seiners, while the *Shaggy*, *Shawnee* and *Mohave*, were another big killing of 250 kits from 845 kits of *Wendy* fish.

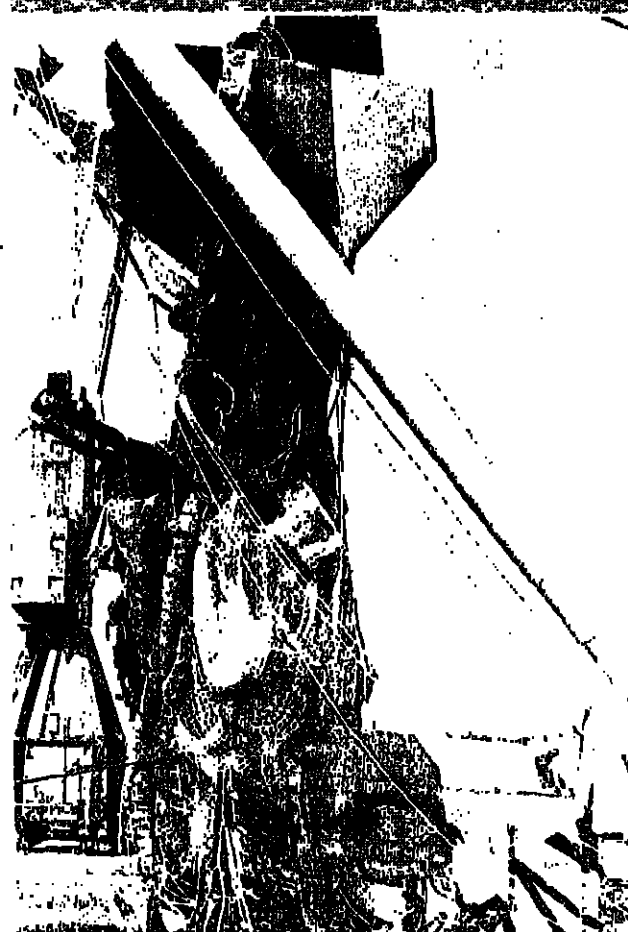
Only four distant water trawlers were scheduled to land at the port this week, the smallest weekly total anyone can remember.

With the first of these, *Vale*, not due until Thursday, there have been no supplies at all of mid-water fish since late July when *Gillingham*, *White Sea* trip, and at all from Icelandic

A fish merchant close to *Fishing News* says that the lack of supplies has led to a slump in landings (only 10 kits were landed for the week) and that prices for "fish" are

August 13, 1976

Phantom and



THE Grimsby seiner *Alma* (Skipper John Abbott) didn't put a big catch she made last week on sale at the daily fish auctions. For the 48-ton seiner had been on charter to the Ministry of Defence and her quarry was the wreckage of an RAF Phantom fighter which ditched off the Lincolnshire coast on July 23. *Alma* was given the approximate position and, after several days of sweeping the area with her nets, finally located the wreckage. The Admiralty mooring and salvage vessel *Gooseander* later recovered the wreckage with her heavy lifting gear and brought it into Grimsby (see above) last week. The fighter's two-man crew had ejected before the plane crashed into the sea after developing a fault.

FISHING NEWS

POs left to sort out mackerel row

PRODUCER Organisations have been asked to put up suggestions to the Ministry of Agriculture, Fisheries and Food for the organisation of the south-west mackerel fishery.

This move follows the second meeting called by the Ministry to sort out marketing problems which occurred last winter when Scottish purse seiners and Hull trawlers operated on the grounds.

No real progress appears to have been made in the talks and prospects for further meetings seem to depend on

what the POs can come up with.

The threat to mackerel fishing was underlined last week when a drive was launched by the South Western Fish Producers' Organisation, which covers Devon and Cornwall, to recruit the support of all the estimated 1,600 fishing boat crews and skippers in the region.

Secretary, Ian Lindley, is worried that the flourishing

mackerel fishery for local boats — especially handliners — is in danger of coming to an end.

Mr. Lindley says Soviet bloc fishing vessels working up to the 12-mile limit will soon be augmented by fleets of Scottish purse seiners and middle-water trawlers working up to the three-mile limit.

He warns: "They are large, super-fishing units, capable of annihilating the entire fish stock. Your major Continen-

tal fresh fish markets are in jeopardy — Cornish mackerel is becoming big business."

And he adds that on top of this that *Lloyd's List* has recently reported that France intends to declare a 200-mile exclusive zone, laying claims to fishing and mineral rights within it.

"The implications are obvious and very serious," he continues in his letter to fishermen. He urges them not to shrug their shoulders and say: "It was good while it lasted". Instead, they should band together and fight.

Mr. Lindley says the only effective representation at Government level is through the Fisheries Organization Society and the Producers' Organisation.

"It appears that the Producer Organisations representing deep-sea and Scottish vessels have almost 100 per cent membership within their economic area and in this lies their strength," he adds.

"It is becoming obvious that it is now essential to rapidly increase the S.W. membership strength. We already have over 70 per cent of the landing volume in the region in our present membership, but would like

quickly enough to meet export orders... but would wait and see.

With the EEC trying to get harmonisation between member states going, it was difficult to understand how the French had got away with this, said Mr. Beekon. And he warned that this could be setting a dangerous precedent.

As a result of the French legislation, Plymouth's Public Services Committee has decided that a charge should be made for bacteria tests carried out on shellfish exports. At present, tests carried out in hospital laboratories cost nothing.

Ticket to export

FISH EXPORTS to France will have to be covered by a health certificate issued in the UK from August 28. This follows a new set of rules, drawn up by the French, which first came to light in March this year.

Certificates will have to be signed by health officers of district councils or port health officers. Exporters have been advised to contact their local Environmental Health or Port Health Departments, to notify them that they will require assistance and for details of the procedures to be followed.

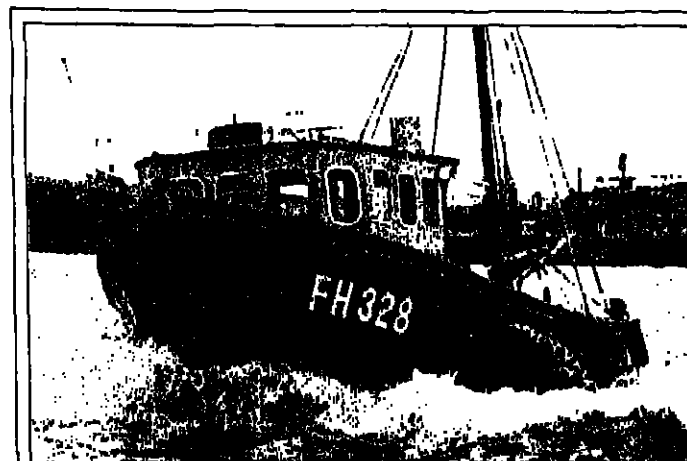
"The whole thing smacks

of bureaucratic nonsense and will be yet another burden on the fishing exporting industry," Ken Beekon, secretary of the Federation of British Port Wholesale Fish Merchants Associations, told *Fishing News* this week.

There is also a feeling that this move could be a form of import control by the French, he added.

Criticising the short time given to the scheme organisation, Mr. Beekon said his federation had been trying to get things deferred, so that there would be more time to bring in the process. He also had some reservations about getting certificates issued

Turn to page 32



The GM Range of hulls & complete boats.

Shown, centre, is one of the latest Cygnus Workboats on sea trials off the Cornish coast during a Force 9 gale. The 32ft "Korall" which is now working off the shores of Sweden is just one of the large number of sturdy GM Range Fishing Vessels being exported.

The GM Hulls have all the features of its well proven ancestors, heavy displacement, long straight keel, solid handling etc. The big difference is that it costs far less and there's next to no maintenance. All the hulls are built to a high standard of craftsmanship conforming with Lloyd's Fishing Boat Rules and W.F.A. requirements. In fact the GRP lamination is in excess with the hulls massive transverse frames on 18" centres and full length longitudinal.

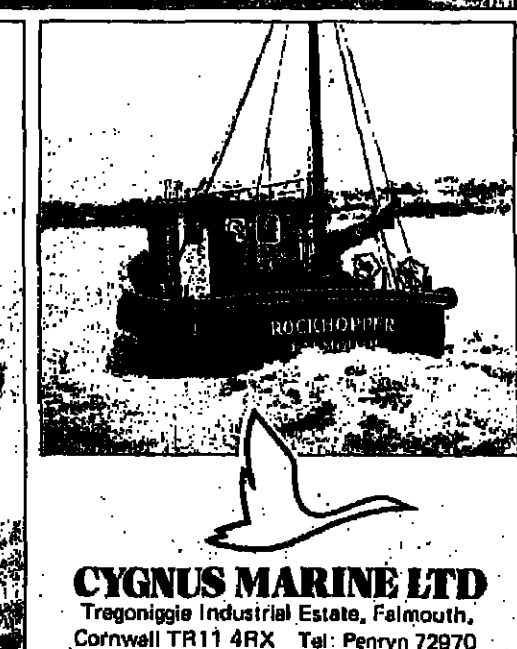
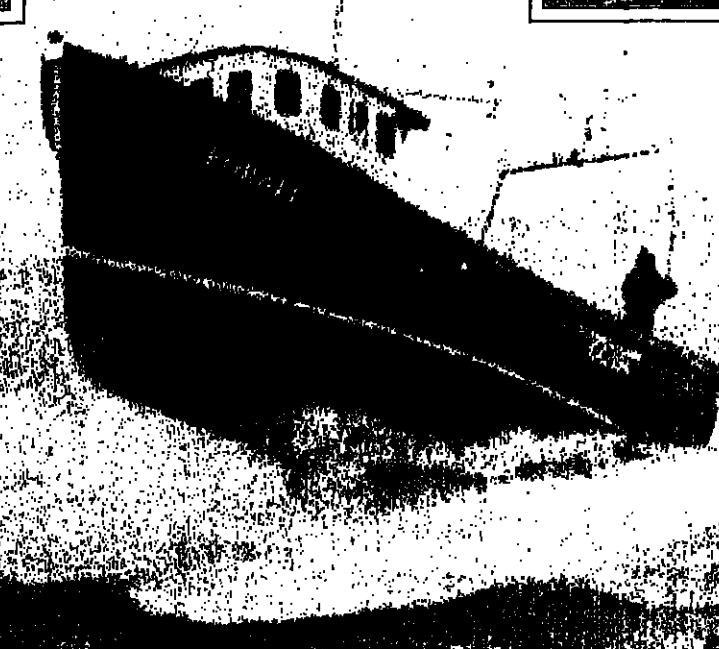
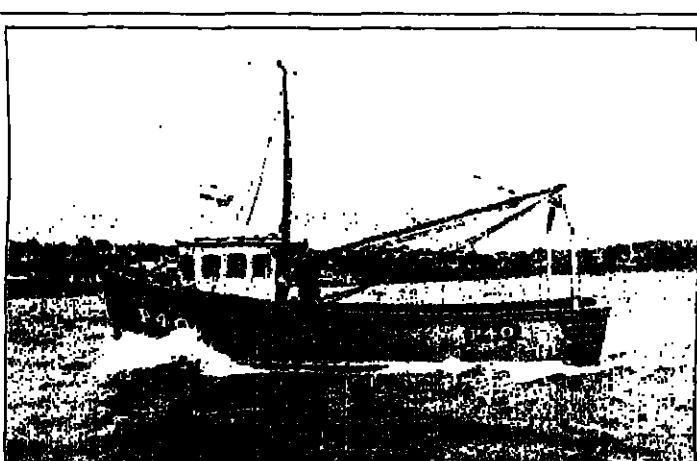
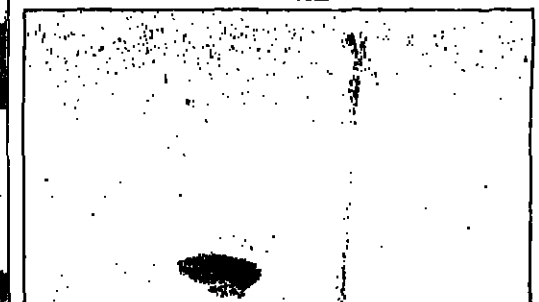
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WORKBOATS

Sheathing old boats

"I WANT to experiment with GRP boat building materials."

"First of all I want to find out whether I can use them successfully to sheath my old boat. If I can, I might then buy a larger GRP hull to complete."

"I should be grateful if you could tell me firstly where I can get instructions and materials for sheathing a boat and, secondly, detailed instructions for completing a hull as a fishing boat."

■ You could get instructions and all the materials you will need for sheathing your boat from a firm called Martins Plastics which stocks everything necessary for this

purpose at 43 Sprowston Road, Norwich.

The instructions obtainable from this firm are suitable for anyone in your position as they explain the constitution of the various materials used for sheathing a boat — chopped strand mat, woven rovings, tissues and scrim cloth; resins, catalysts, primers, non-tack additives, etc. — as well as their various functions.

Laminate

They enable you to understand why it is best to form a laminate in a certain way as well as how to do it.

Martins Plastics is not merely a supplier of materials

used for GRP hull moulding and sheathing. Its proprietor is a Naval Architect and several hulls suitable for completion as fishing boats have been moulded to his designs.

If after looking at the instructions, you have any queries about the best way to sheath your boat, he will be able to provide expert answers to them.

Should your sheathing experiment prove successful and encourage you to tackle the job of completing a larger hull, I should get a booklet called *Plymouth Pilot Fitting Out Instructions* before you start. It will give you a detailed pre-view of the work you are going to have to carry out.

It was written a few years

John Burgess' Log



ago by Mr. M. P. Challis, proprietor of The Monachorum Manufacturing Co. which moulds 16-24ft. GRP hulls at Cotesdown Hill, Plymouth, Plymouth.

Although it contains instructions for completing the firm's Plymouth Pilot hulls specifically, they will serve very well for completing any GRP hull of similar size.

This booklet includes details on bonding with GRP and bonding an open deck

moulding to the hull, and in sections for fitting wood decks and superstructures, keels and bilge keels, bulkheads and floorbearers, engine beds and stern tube, thwart and rudder, metal fittings, ballast and buoyancy.

They are based on the experience gained by Monachorum and other boat builders who have completed 16ft. and 18ft. Pilot and 24ft. Saltram hulls. Every scrap of information in the booklet will, therefore, be of practical value to you.

So explicit is this information that it enabled three Cornish fishermen, otherwise unaided, to complete 24ft. Saltram hulls successfully last year — one of them to WFA requirements.

If you get a copy of the booklet — obtainable from Monachorum for 30p — I should get specifications and illustrations of Plymouth Pilot and Saltram hulls as well. It could be that one of them might suit your purposes very well.

Slimy weed killer

"DO YOU know of any way of ridding plastic jerrycans of weed?"

"The two I use for water have been in the sun a lot this summer and their insides are covered with a sort of slimy weed which makes the water undrinkable."

■ If you fill the jerrycans about a third full with water, add some clean sand to it and shake them thoroughly, the sand will loosen a certain amount of the weed so that you can rinse it out.

But this is a laborious process and does not stop the remaining bits of weed from increasing.

A far more effective method is to fill the cans almost full of water, add some Milton sterilising fluid to it, let them stand overnight and then shake and rinse them out.

Milton, even in weak solutions, not only kills the weed, but sterilises the inside of the cans and deters weed from forming again.

Milton sterilising fluid is marketed by the Consumer Products Division, Richardson-Merrell Ltd., 20 Savile Row, London W1, and is obtainable from any chemist.

Should any remain in a can after you have rinsed it out, it will be practically tasteless and perfectly harmless.

ANY QUESTIONS?

■ IF YOU have any questions about boats, equipment, gear, or methods, John Burgess is always prepared to try and answer them. If they are sent with a stamped, addressed envelope for reply.

Make a fuel tank

"SOME while ago we described an American method of making nylon/neoprene fuel tanks to conform to the space available."

"It is possible to get materials and instructions for making this type of tank in this country."

■ The tanks I described were Prototanks. They are made by inserting a fuel nylon reinforced, neoprene coated bag through a hole in the deck and pressing it into place.

You then insert another bag and fill it with water to force the bag up the side between the two bags and leave the bag to harden to a rigid tank about 1in. thick.

I don't think the Prototank Inc. inventors and suppliers of the materials has agents in the UK — perhaps because rubber tanks, which serve the same purpose as Prototanks, are available here.

If you want to fit additional tanks which will conform to the space you want them to fill, you can get a type which are made of a type of rubber impervious to diesel oil or petrol and are provided with fittings for filling and fuel pump connections and air vents.

They are available in different sizes — to hold 1, 2, 3, 4, 5, 10, 15, 20, 30, 40, 50, 60, 70, 80, 90, 100, 120, 150, 180, 200, 250, 300, 350, 400, 450, 500, 600, 700, 800, 900, 1000, 1200, 1500, 1800, 2000, 2500, 3000, 3500, 4000, 4500, 5000, 6000, 7000, 8000, 9000, 10000, 12000, 15000, 18000, 20000, 25000, 30000, 35000, 40000, 45000, 50000, 60000, 70000, 80000, 90000, 100000, 120000, 150000, 180000, 200000, 250000, 300000, 350000, 400000, 450000, 500000, 600000, 700000, 800000, 900000, 1000000, 1200000, 1500000, 1800000, 2000000, 2500000, 3000000, 3500000, 4000000, 4500000, 5000000, 6000000, 7000000, 8000000, 9000000, 10000000, 12000000, 15000000, 18000000, 20000000, 25000000, 30000000, 35000000, 40000000, 45000000, 50000000, 60000000, 70000000, 80000000, 90000000, 100000000, 120000000, 150000000, 180000000, 200000000, 250000000, 300000000, 350000000, 400000000, 450000000, 500000000, 600000000, 700000000, 800000000, 900000000, 1000000000, 1200000000, 1500000000, 1800000000, 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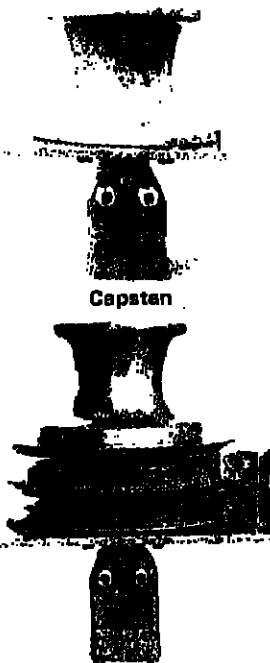
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SEINING SCOTTISH-STYLE IN DEVON

Flydraggers start to get results

TOUGH ON CREWS and expensive on gear, Scottish flydragging is not an easy method of fishing. Despite these difficulties, two Devon boats have pressed on with this style of seining and have had some good results.

First into the field last year was Skipper Fred Ivey of Plymouth with *Atlantis*. He has since been followed by the Brixham-based *Constant Friend* under the command of Tony Rae. The Brixham boat has now gone one stage further and had rope reels fitted.

A former Peterhead seine netter, *Constant Friend* was bought last year by Harold and Kier Sims, who have long been involved with the sea and boats, after they had seen her advertised for sale in *Fishing News*. The new owners asked Skipper Tony Rae, who had just come home from the West Indies, to take command of the boat, and Harold Sims is sailing as a member of her crew.

Built in 1955 at the Peterhead yard of Richard Irvin and Sons Ltd., the 73ft. *Constant Friend* is a typical example of the larger type of wooden cruiser-sterned boat to come from Scottish builders in the 1950s.

With a beam of 19ft. 6in., she is one of a series of larger craft built by the Irvin yard in the 1950s and which were designed for seine netting, herring drifting or great line fishing.

Like her sister-ships she has rather lean and spare lines and is greatly admired for her attractive appearance. She was formerly owned by Skipper Bruce Thain of Peterhead and was extensively modernised in 1970 when she was fitted with a Gardner 230hp engine and a new deckhouse and wheelhouse.

Other equipment includes a Rapp power block, Sutherland's of Lossiemouth winch, Shimadzu echo sounder and Elnec fishluge.

Her new owners decided to take her flydragging seine netting as she is under-powered for trawling and already had a quantity of seine net gear on board.

She is the only vessel working the seine net from Brixham, although Skipper Rae understands that it was tried for a short time about 12 years ago but for various reasons was not continued.

Constant Friend began

EX-SCOTTISH boats fishing from Devon are not an unusual sight, but what makes two now operating distinctive is that they have Scottish seine net gear on board. **GLORIA WILSON** reports on progress being made by these two boats based at Plymouth and Brixham.

seining from Brixham last November and, although her new skipper and crew are still finding their way with it, they have had encouraging results and do not regret their decision to work the gear. Generally, they have made day trips in order to land fish in the freshest condition.

For much of the time they have fished on grounds such as Lyme Bay some two hours steam from home and have found whiting most plentiful. At other times they have worked grounds 15 to 20 miles south of the Eddystone, where lemon soles have formed the bulk of the catch.

The size of catches has, of course varied, but hauls of 40 to 50 kits a day have been made.

During February the boat grossed £1,700 for one week's catches which included 110-stone of lemon soles and 20-stone of red mullet caught in just a few hours off the Eddystone.

Early in July the boat made an 18-hour steam to grounds south of the Wolf Rock in search of haddock and hake but this proved disappointing and yielded only 60-kits for a week's work. Fish had appeared to be more plentiful on grounds that were unsuitable for the seine net.

Skipper Rae told *Fishing News* that the main advantage of the seine net is that it catches top quality fish which meets keen demand from the buyers, and this outweighs the disadvantages.

He said that there are a number of difficulties in working seine net gear in the English Channel. Chief among these is the colossal number of fasteners which include debris from two world wars in addition to numerous wrecks and other rubbish.

Use of the Decca Track Plotter is absolutely essential in order to avoid these.



Constant Friend's owner, Harold Sims, (left) with the boat's skipper, Tony Rae. Previously he fished with a beam trawler.

Fasteners are even sometimes found to have changed position, probably shifted around unknowingly by scallop dredgers.

Skipper Rae said that the poor grounds could easily prevent any large scale development of seining in the area. He hastened to point out that the skippers of local trawlers and scallopers were most helpful and sympathetic and always willing to pass on information concerning the whereabouts of fasteners.

Another problem was presented by the strong tides in the Channel and during spring tides it was found necessary to use a small anchor for the dahn when setting the gear. However, the nets that had come with the boat were proving suitable although they had modified the ground gear so that they could catch the bottom fish as well as the higher swimming whiting.

The nets are of two seam design and have 6 in. meshes at the wings and a fishing circle of 480 x 6 in. meshes.

Recently *Constant Friend* has had several modifications

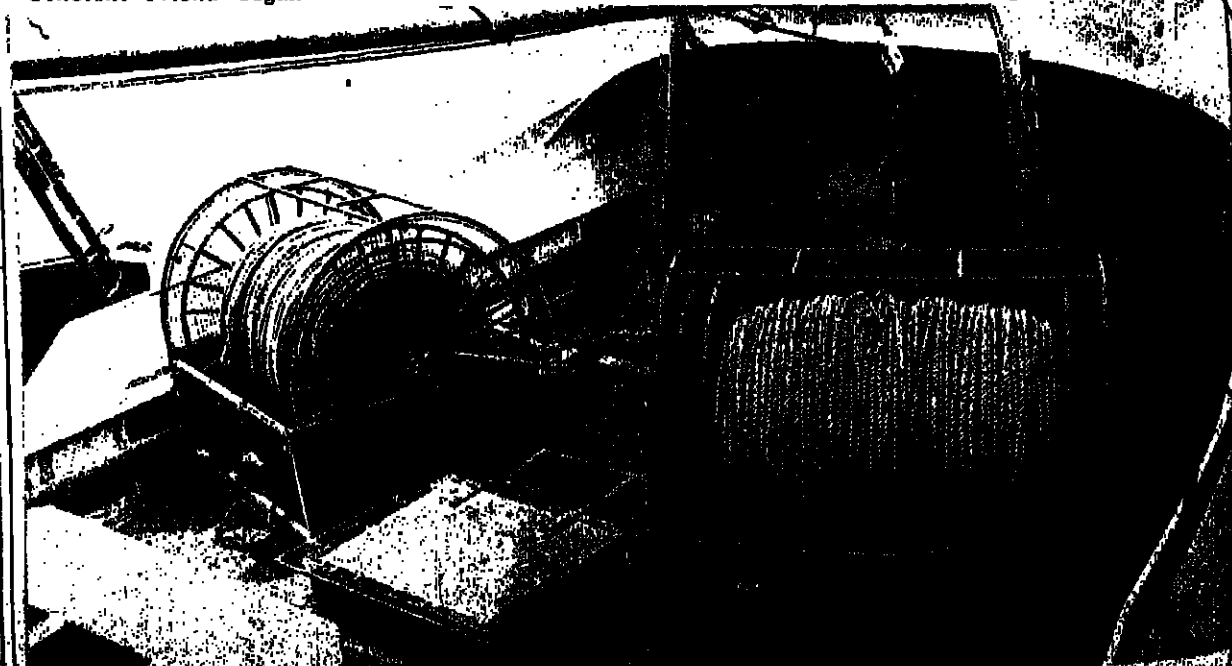
which have made life easier for her crew. A two-drum system of rope storage reels from the Lossie Hydraulic Company of Falkirk have been fitted and can be controlled from the wheelhouse.

As the boat only works with a crew of five, it had been too arduous for them to be continually heaving coils of rope around on deck in addition to gutting the fish, especially at times of heavy fishing.

Skipper Rae said it made a lot of sense to fit the reels as they saved the crew a lot of work, and were also safer. They were causing less wear on the ropes and also they hauled the gear more quickly.

The reels were fitted as part of a general overhaul and refit carried out by Philip and Son Ltd. of Dartmouth. Each reel carried 10 coils of 2 1/2 in. ropes although they could hold 12.

Another interesting feature Below: Lossie Hydraulics rope reels aboard *Constant Friend*. They were fitted by the Dartmouth Philip and Son yard. Below, right: The boat's gutting table and fish washer.



-STYLE IN DEVON

of the boat is the gutting table and fish washer fitted forward of the deckhouse; this was designed jointly by Skipper Rae and his crew.

After gutting, the fish are placed in the washer in the centre of the table where they are sprayed with water from the deck wash pump. Rubber flaps in the washer prevent the fish sliding out before they are thoroughly washed. From the washer they slide down a chute and through an ice scuttle into the fishroom.

Another chute under the ice scuttle directs fish to the boxing and icing area. Here, one man packs the fish in ice in shallow three-stone Allibert plastic boxes ready for stowing.

The shallow boxes allow the fish to be displayed on the market without being disturbed.

Design of the chutes is such that no water gets down into the fish room from the fish washer.

Another interesting point is the design of the fishroom hatch. It is fitted on special hinges so that it can slide open and shut or be opened vertically.

All-in-all, Skipper Rae and the boat's owners are pleased that they decided to work the seine net gear. They feel that a gutting shelter would be another useful addition as it would help to keep the fish in even better condition. The excellent quality of catches is seen as the main asset of a seine net boat.

It is now about 15 months since Skipper Fred Ivey, of Plymouth, began working the flydragging seine net. He had decided to go seining after he had bought the former Lossiemouth boat *Atlantis*, which was already equipped with the gear.

The boat's former skipper and part-owner James Stewart, together with his mate, James Souter, came down to Plymouth for a short while to help her new owner to get accustomed to working the gear.

Skipper Ivey said the two Scots had offered to do this and had proved to be very good teachers.

Built in 1956 by Jones Buckie Shipyard, the 63 ft. *Atlantis* is powered by a Gardner 152 hp engine and has a Sutherland mechanically driven seine net winch and a Rapp hydraulic power block. She is a typical example of a Scottish wooden cruiser-sterned seine net boat.

Working with a crew of five, she fishes mainly in the Eddystone area and returns to port every night.

Fishing News visited Skipper Ivey in July to ask him how he had enjoyed his first year with the seine net. He said he had not regretted using the gear and would carry on with it if the coming winter was as lucrative as last year.

Before Christmas they had caught a lot of whiting and had landed as much as 80 seven-stone boxes of fish a day.

Since Christmas, however, they had just managed to scrape a living. The recent hot weather was making the fish lazy and scattered and scarcer than last year.

Although they are catching quite a few flatfish just now, they are only managing to land eight to ten boxes a day. Skipper Ivey thinks that the fish will get thicker again when the colder water sets in.

The main advantage of the seine net, Skipper Ivey says, is that it has a higher catch rate than a trawl so that the boat needs to spend less time at sea than a trawler and can come home every night.

The big drawback is the hard work incurred by the crew who have to cope with handling the ropes and gutting the catches. To make things easier for them Skipper Ivey has bought a secondhand Sutherland gutting machine which will be fitted when the whiting comes in.

Skipper Ivey said that he might think of fitting rope storage reels if any small and light enough models were available, then the boat could possibly manage to work with a crew of four.

A set of 200 plastic boxes has also just been bought for the boat.

Skipper Ivey says these are a good buy as they keep the fish in excellent condition, are easy to clean, and stack inside one another when empty.

The high cost of seine net gear is a disadvantage, however. Although the boat is using the same nets that she brought from Lossiemouth, new ropes at a cost of about £80 a coil have had to be bought. It would be impossible to make seining pay at all with a larger crew, maintains Fred Ivey.

Atlantis uses 2 1/2 in. Toughs synthetic ropes and works ten coils a side although she sets fewer coils in the winter when the fish are bunched up and swimming in shallower water.

Skipper Ivey told *Fishing News* that he was 'more than pleased' with the handling

characteristics of *Atlantis*. Her Gardner engine is still running well and the power block is 'a good tool'. One drawback had been the problem of getting spares locally for the Sutherland winch.

When *Fishing News* asked Skipper Ivey what it was like to be the only seine net skipper in Plymouth, he said that the trawler skippers were most helpful and realised that a seiner needed plenty of room to work her gear and always did their best to keep clear. He thinks that the difficulties in finding crews will prevent the seine net coming into general use in the Plymouth fleet.

Skipper Ivey's three sons are also fishermen. One of them works aboard *Atlantis* while the other two work the 50 ft. boat *Bruno of Sutton*.

This boat tried seine netting for a short while.

Plymouth's *Atlantis* with coils of seine rope on her deck. She is a 63-footer built in 1956.

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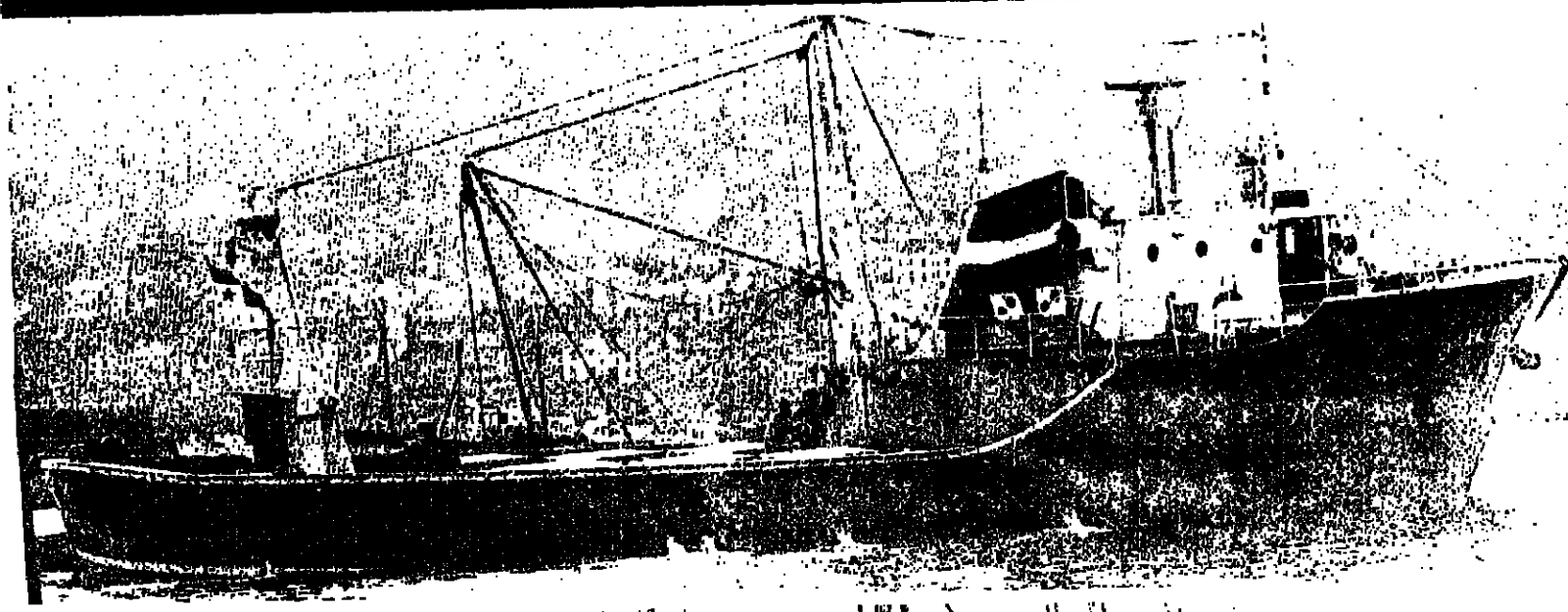
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Fast rise of the south



THE SOUTH DEVON fishery for edible crabs is the most important of its kind in the British Isles.

Operating from the ports of Brixham, Kingswear (Dartmouth), Salcombe, Plymouth and Paignton is a fleet of modern, well-equipped boats catching large quantities of crabs in the relatively small area between Berry Head and the Eddystone Rocks.

Vessels are from 30-50ft. in length and mostly skipper-owned. They fish up to 35 miles offshore, baiting and shooting some 300 to 400 large inkwell pots each day and landing between 1,000-5,000lb. of crab.

The catches are processed at several plants in the area and this provides valuable employment for a large number of shore-based people.

The majority of boats in this fishery are based at the three main ports of Plymouth, Salcombe and Kingswear (River Dart).

It is probable that these ports have seen more development in boats, fishing gear and processing in recent years than any other ports around our coasts. The fishery has changed during the last ten years with larger and better equipped vessels generally fitted with Decca and radar, coming into the fleet.

Browse Bros., the Paignton firm of crabbers, has led the way by investing in a modern fleet of well-equipped crabbers which can operate along any stretch of coast. The tendency has also been to work more pots and to fish further offshore in an effort to make larger catches. The firm's largest-ever crabber—a wooden 56-footer—is due in service soon.

Traditionally Devon fishermen have always used the inkwell pot for catching lobsters and crabs. In days gone by these were made using willy cut from the hedgerows but, today, although the shape of the pot has changed little, durable

-west crab fishery...

AT THIS time of year, Britain's major crab fishery in South Devon is reaching its peak. Based mainly on the ports of Plymouth, Brixham, Salcombe and Kingswear is a fleet of modern shellfish boats which last year landed crabs worth £561,572. In this article, we look at the build-up of this fishery and its prospects.

modern materials are used.

In the 1960s pots were made of a wire framework, bound by chestnut hoops. This framework was covered with netting; the entrance or neck was made of basketwork and the pot base of weldmesh.

The bait was held in place by wooden skivers pushed through the bait and into the basketwork neck. Pots of this type were made by fishermen for their own use and few were offered for sale.

Today the situation has changed. Although pots of wire and netting are still in use, they are being replaced by welded tubular polythene frame pots, or plastic pots as they are called.

These pots, originally designed and produced by Mr. Nantes of Weymouth, are more usually sold as frames. They are often made to individual specifications, although the general tendency now is for standardisation.

The price of these polythene frames appears expensive, but it must be remembered that not only do they last longer but they also save the fisherman's time. He does not have to spend hours making the frames, as with wire pots. The other important factor is that, because of their durability, damage is reduced and so the time spent repairing gear is minimal. A lost string, however, can be much more of a problem.

Basketwork necks have now largely been replaced by ready-made plastic or glass fibre necks. With this change has come the use of an elastic band (usually old car inner tubes) placed around the bottom of the neck to firmly hold the bait.

This change to more modern materials has led to a thriving subsidiary industry springing up making pots, pot frames, pot entrances and swivels. All this makes the crab fishery in this area much more important as a source of employment than generally realised.

Another recent development in the fishery is the changeover to pot haulers from capstans. Pot haulers lift the pot clear of the water and above the level of the vessel's side, so that they only need to be swung inboard.

This takes much of the backache out of "lifting in" and makes it possible to work with one crewman less. A number of boats have converted to pot haulers and other vessels are scheduled to switch.

The Devon crab fishery was originally concentrated close to shore. Most fishermen shot their pots within six to eight miles of the coast, although some of the more adventurous fishermen like Richard Cove of Salcombe fished up to 12 and 15 miles off Prawle Point.

Gradually, however, over the years there has been a tendency to set pots farther from the shore. This is an attempt to make larger, better quality catches in order to meet the cost of bigger and better equipped boats. Many of the boats are fishing between 25-35 miles off Start Point.

A few years ago boats in the Devon crab fishery tended to keep within local waters and fish crabs the whole year round. Now the trend has been for vessels to work the Devon grounds from June until December, when the best crab catches are made, and to

fish lobsters in the mid-Channel (Hurd Deep) and Channel Islands area at other times of the year.

It is not only the larger vessels which have worked these grounds as both independent skippers by Mike Cornish, and *La Papillon*, skippered by Albert Amil, have worked these successfully in 35ft. boats.

The importance of opening up and fishing new lobster grounds, and expanding both the home market and the export trade, is obvious. At least one man, John Arrow of Selsey, launched a successful lobster marketing business on the large quantities of lobsters taken from the offshore grounds in the early 1970s.

The location of queen stocks in the Channel also encouraged some crabbing vessels to change to queening but, after the boom had passed and queen catches declined, many boats returned to the steadier crab fishing.

The winter mackerel fishery based on the Cornish ports of Falmouth and Newlyn has also proved important to some Devon crabbers to boost their annual incomes. Devon men have, as yet, not become so dependent on this fishery as the Cornish shellfish men.

With this change in fishing practice brought about by necessity to pay for new and bigger vessels, and cover the ever-spiralling costs of ropes, fuel-oil and other basic materials, the work pressures on skippers and crews have risen dramatically.

Longer working hours and the dangers of fishing in busy shipping lanes in poor weather have to be accepted.

This, together with the extra hours of steaming to offshore grounds and the long absences from families, is the price these men pay for good catches all year round.

Recently, with further increasing costs and the general slump in the fishing industry, there does seem a move by some of the Devon men to return to the smaller 30-35ft. boats and work traditional crab grounds close inshore.

Although catches are smaller, many men find they are financially nearly as well off as when working big boats offshore. They do not have the large fuel bills, high loan repayments and, of course, the hours are much reduced.

This trend may mean a return to a more stable fishery exploited at an economical level by smaller boats with less crew. The DTI safety rules on boats over 12m. may also have some influence on this trend.

Devon crabs are renowned for their size, quality and flavour. The warm waters of the Gulf Stream provides food in abundance and encourages rapid growth. Few crabs are landed below 14lb. in weight and 2-4lb. is normal for hens. Cock crabs of 5-10lb. are not unusual.

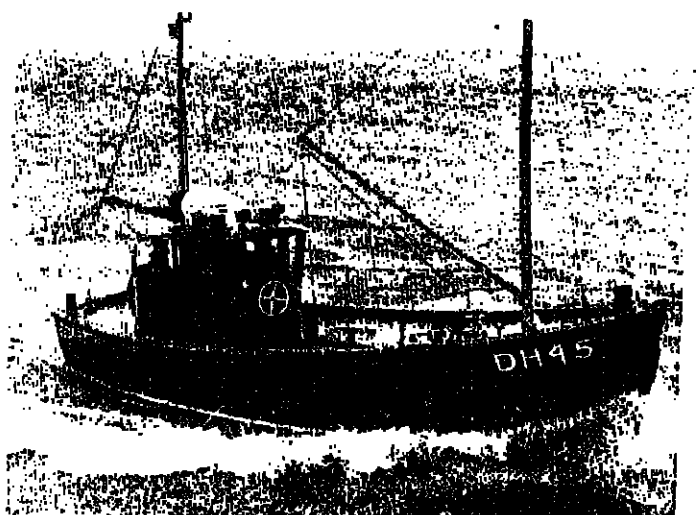
Most of the crab catch landed at Devon ports ends up being processed and very few are sold on the fresh market. Processing means cooking by boiling, and then hand picking the meat for freezing into consumer and catering packs of white and brown meat.

While there are several crab plants in Devon, the best known is Browse Bros. of Paignton. This firm set up by Maurice Browse, MBE, produces an excellent product and represents a high standard of processing.

This company operates its own fleet, also buying from local boats and will handle over 100 tons of crabs during the four months of the main season.

Processing of Devon crabs also takes place at Torbay

Turn to page 14



Above: *La Papillon* (the butterfly) is one of the smaller craft which have exploited the Hurd Deep. Below: A string of typical Devon 'plastic' inkwell crab pots aboard a West country crabber.



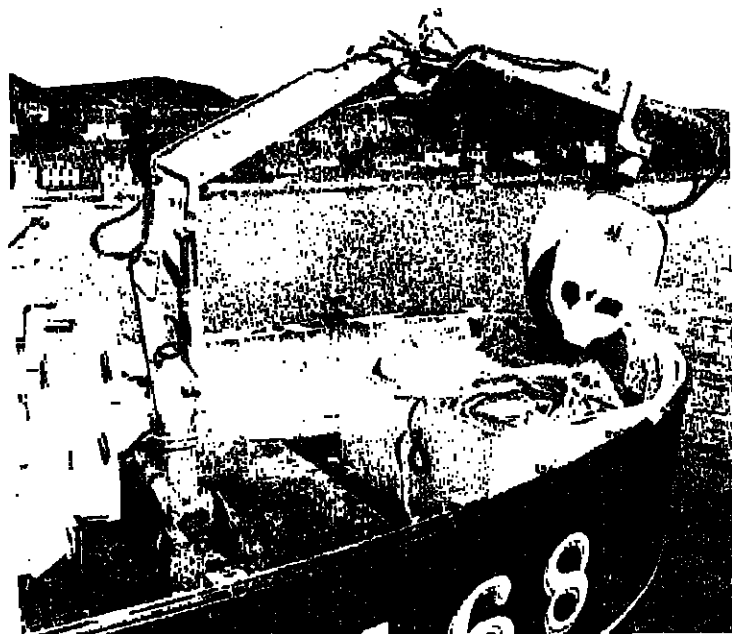
One of the fleet of large crabbers operated by Browse Bros. of Paignton, Devon, is *K.M.B.* Built abroad to a design by Gary Mitchell of Cornwall, the 52-footer is seen as she arrives with her catch in barrels on dock. The catch is hoisted on to a lorry (right) and taken to the firm's processing plant. Above right: Skipper Terry Atkins of *K.M.B.* The deep-draft boat can fish a large number of pots and remain at sea when smaller craft stay in port due to bad weather.



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south-west crab fishery...

From page 13

Shellfish, Paignton, and at Harvey's of Newlyn — this firm has one of the most up-to-date crab processing facilities in the United Kingdom.

It is the processing side which keeps this fishery viable. In other areas, especially Scotland and the north-east coast, large-scale crab processing has declined and catches of good quality crabs often remain unsold at the ports. This is not so in Devon, and it is good to see this fishery expanding and the catches being maintained.

One of the main problems in Devon is the shortage of crabs during the winter, when catches are low and hen crabs are generally in poor condition.

Some processors attempt to overcome this problem, which occurs from January to May each year, by freezing claws and legs during the peak catches in September, October and November. Then they process them during the slack months.

Other firms go over to products such as mackerel, scallops or queens, while some processors close down until crab catches again become adequate.

The Swedish market is a big buyer of Devon crabs. These are usually exported as vacuum-packed, pasteurised or frozen whole-boiled crabs. A number of local firms are involved in the preparation for the trade. This market is usually for a hen crab falling within a specific weight range and must have a good brown meat content. Quality control on this product is high before acceptance by the Swedes.

The larger cock crabs landed in Devon are not processed

but are normally sold on the fresh market — many being sent to Billingsgate, or sold locally as whole crabs.

Despite the numbers of processors who take Devon crabs, there is still the problem of glut and shortage. Quotas on crab landings have been imposed on boats in the past — particularly during October when peak catches are taken. Nowadays the problem is not so great because of the general increase in crab processing and, hopefully, this year the question of quotas will not arise.

Both fishermen and merchants give varying accounts of the state of the Devon crab fishery. Some say catches have declined and that each year they have to go farther offshore to maintain their catch levels. Other fishermen say that catches are still good but, like other fisheries, fluctuate from year to year. Low catches one year do not necessarily mean declining stocks, but may be due to natural factors.

Some Devon fishermen believe that they could double their landings if a market could be found.

Tom Jones, secretary of the South Devon Shell Fishermen's Association who represents about 70 fishermen, is concerned about the low prices fishermen obtain for crabs. 8 to 9p a pound is not a high price today and, although running costs have trebled during the last couple of years, prices have remained static.

Local fishermen wonder what catches will be like during the 1976 season. Crab landings along the Devon coast started off badly but have now improved. Merchants say that the quality is poor —

the meat in many small cock crabs being watery and low in yield. Even so, catches are seldom high at this time of year and it will not be until September or October, when peak catches occur, until it will be known what sort of season it really is.

The arrival of the Spanish-owned well-boat *Natali*, which is buying shellfish for sale in Spain, is another recent development in the fishery. The company operating *Natali* is paying 14p a lb. for hen crabs, a price higher than local merchants are paying at the moment.

What is more interesting is that they are offering the same price for spider crabs. These crabs have been dumped back into the sea in the past, or as is more often the case, the areas of seabed spiders are known to inhabit have been avoided. Now, some Devon men are setting their pots in these areas and are making good catches.

Natali is also buying swimming crabs, lobsters and crawfish. Spider crabs may extend the present crab fishery and they show how a new fishery can develop if a market is available.

While the Devon crab fishery continues to change and develop, the prime quality of the crabs and the tenacity of the Devon crab men will ensure its survival. At least half the country's crab catch is now landed at Devon ports. Opportunities exist overseas for this excellent crab meat, but better marketing will have to be used to obtain a realistic return. A higher price could then be paid to the producer, who is faced with increasing costs.



Above: Skipper Terry Ekers mans the hauler of *Silver Spray II* as a string is hauled off the Devon coast. Pots are stacked on deck and then shot again.

Right: *Silver Spray II* has been fitted with a new Celtic Slave hauler from A. Ray Burn (Plymouth) Ltd.



PAIR FROM LOOE YARD

THE LOOE, Cornwall, yard of Frank Curtis and Pape has recently completed two 32-footers in wood to a similar design but with different deck layouts.

Mi Amor has been completed for Barry Gowing of Looe and has a forward wheelhouse. She is fitted with a Ford Tempest six-cylinder diesel giving 108 hp. The unit drives through a Twin Disc gearbox with a 2:1 reduction and her trials speed was 8.1 knots.

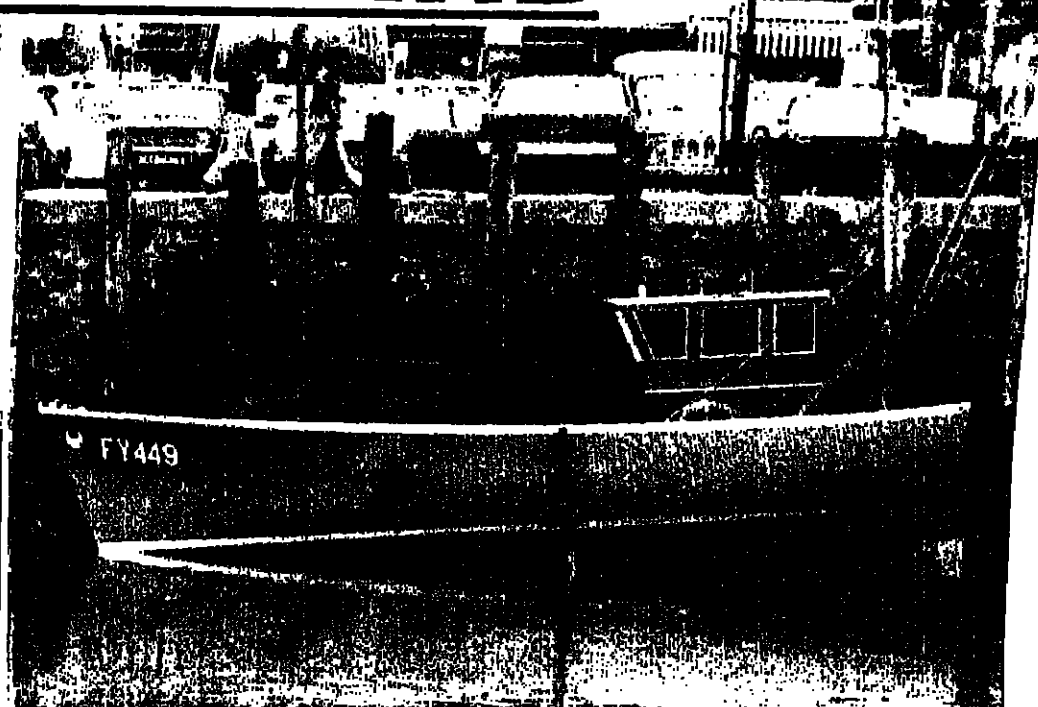
Mi Amor, built to WFA standards, is fitted with a Smallwood 1-ton trawl winch and a gantry for stern trawling.

Speed

The second boat is for E. Bardall of Lymington and, whilst she is also fitted for stern trawling, she has an aft wheelhouse. The engine, a Ford Bellweather six-cylinder giving 108 hp, is fitted with a Borg-Warner gearbox with a 3:1 reduction. Her speed in

this case is eight knots, but she should have better towing ability. *Allegiance*, as this vessel is named, is being completed by the owner before sailing for her home port on the south coast.

Curtis and Pape has a further stern trawler on order — a 37-footer with a 13½ ft. beam which is for P. S. Smallboone of Gosport. This vessel will be fitted with a Gardner 8LX diesel of 110 hp driving through a Twin Disc gearbox with a 2:1 reduction. Completion is expected in the autumn.



Allegiance lying alongside the quay at Looe where she is being finished off by her owner. A 32-footer, she is being equipped for stern trawling.

Small boats start mini scallop rush

SEVERAL boats based in the St. Mawes and Falmouth area of Cornwall went inshore scalloping this spring.

First to begin operations was the wooden boat *Barnaby George*, owned by Ken Bannfield. A one-ton hydraulic trawl winch and a steel stern gantry were fitted to enable the gear to be handled easily. The 30ft. GRP *Kathy Colleen* was also fitted out with a 1-ton winch and stern gantry and she began operations shortly afterwards.

Catfish, the prototype catamaran, also joined in as did *Estoria* from Falmouth.

Size

The areas fished ranged from Verran Bay to the Manacles. Gerrans Bay produced a good size scallop, but could only support the vessels for a few weeks. Heavier concentrations were found but, being surrounded by rocky pinnacles, the larger vessels had difficulty in manoeuvring and damaged gear.

A Fowey vessel steamed to Verran Bay and fished the bed there for a few days but, as the bed had been heavily worked a few years before, catches soon died away and the boat returned to Fowey.

Catfish carried on in Gerrans Bay as she was being worked single-handed and the returns were enough to pay her way. *Barnaby George* and *Kathy Colleen* searched around for scallops amongst the rock, and succeeded in producing up to 200 dozen a day. *Kathy Colleen* was plagued with winch trouble, which heavily cut her earnings.

Chain

Barnaby George used two 4ft. Vincent Blake spring-arm dredges, with heavy chain leaders. *Kathy Colleen* used three x 36in. Newhaven dredges but found handling a bobbin difficult. She turned to two 4ft. Newhaven dredges, with spring-arms.

The spring-arm dredge was found essential on the rough ground, and opened up grounds it had been impossible to fish before.

Estoria fished six x 36in. spring dredges and found good returns. *Catfish* used two fixed-tooth home-made dredges.

Spring tides badly affected the fishing. The ebb tide caused catches to be cut by two-thirds; the hour before and high water were the most productive. Even when working the inshore beds in very little tide, the same pattern hampered fishing.

When fishing the 4ft. dredges both *Barnaby George* and *Kathy Colleen* found setting up the dredge was critical; water flow through the top mesh of the bag was very important, as was bag rope adjustment.

Teeth length and shape was even more critical. Three in. was the length used to begin with, but if the wear exceeded 2½in., heavy bags of rubbish were the order of the day.

French teeth bought in Plymouth, which were designed for much larger gear, had to be cut down from 6in. to 3in. and re-profiled. This was worth the trouble as the French tooth is made from very hard steel and lasted much longer. Mild steel teeth, as used by *Estoria*, lasted only a few days on heavy ground.

Local interest was aroused and one skipper even sailed across from Falmouth to St. Mawes armed with a tape measure to check on *Barnaby George's* gear design!

Range

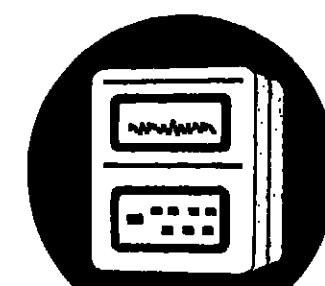
Integrity, a Scottish trawler skippered by Tony Wolzchuck, began operations using six Newhaven 4ft. spring-arm dredges, three on each bobbin. Her size enables her to range much further afield, and she had successful trips to the Eddystone and Wolf Rock areas.

The fleet sold their catch to Robin Shellfish of Plymouth and, at one time, five vessels were landing to this market. The scallops were processed in Plymouth and then sent to France.

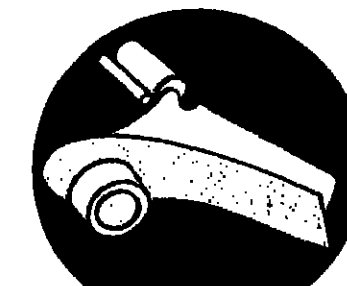
Payments began to get behind when the French buyers withheld money, so Robin Shellfish called a halt to operations rather than increase its debt to the vessels. Bryn Kellaway of Looe was then called in to help out the boats, setting up an alternative market in 48 hours.

The boom is now over. *Barnaby George* sailed for her home port of Poole and *Kathy Colleen* returned to Falmouth. *Estoria* went fishing the Plymouth grounds and *Catfish* turned to trawling.

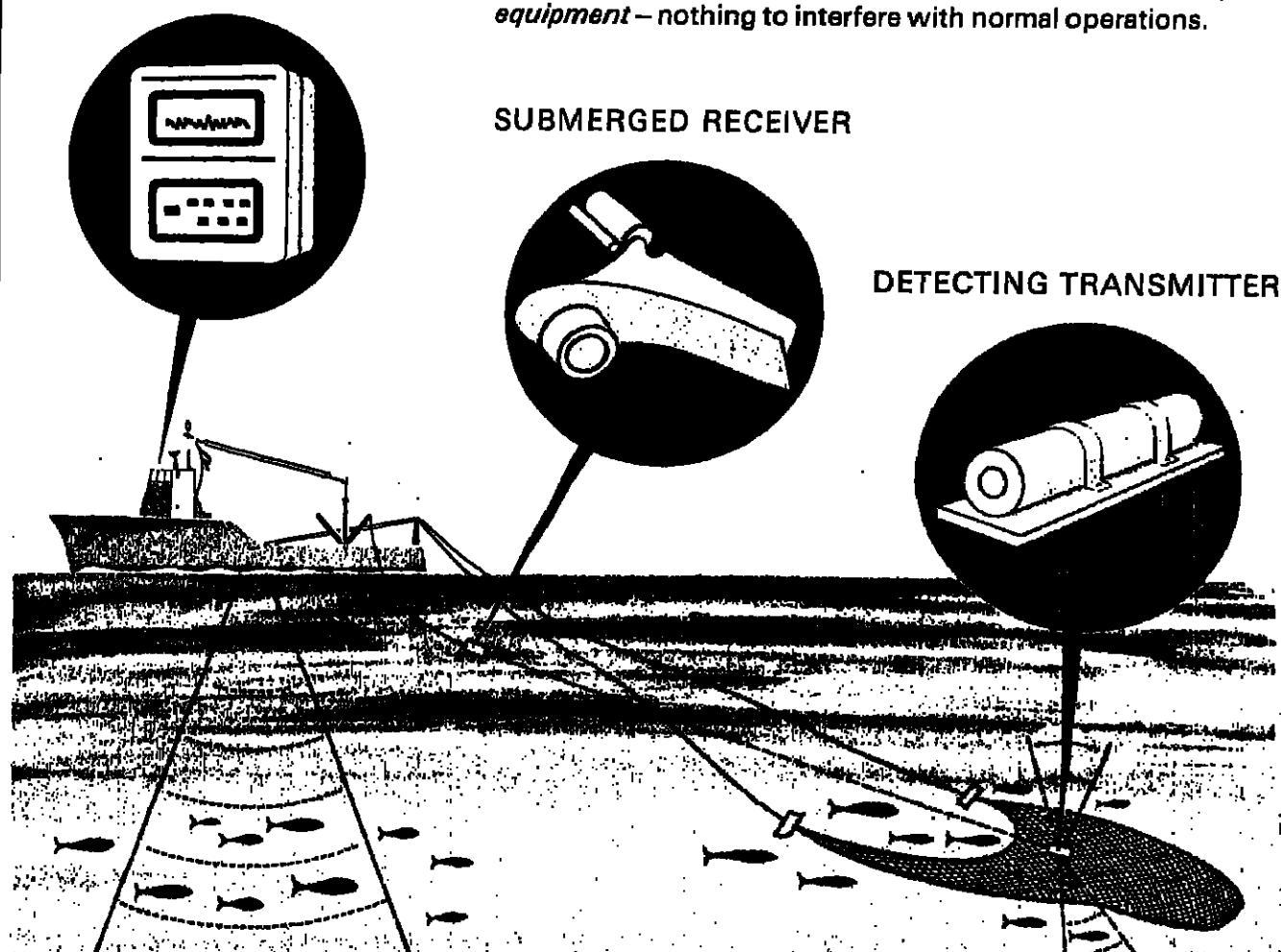
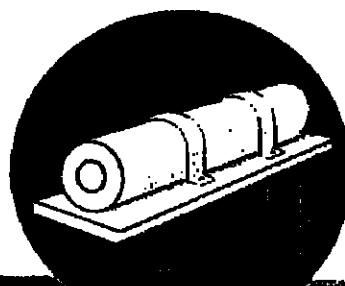
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THE NEWLYN RIOTS

EIGHTY years ago late on Sunday, May 17, 1896, a group of about a dozen Lowestoft sailing drifters put into Newlyn harbour, Cornwall. The men were tired and weary; they had been working through Saturday night and much of Sunday.

The holds of their small vessels were filled with thousands of glistening iced mackerel, destined as normal, they believed, for the lucrative London markets by the fast steam trains first thing on Monday morning.

Events, however, proved far from normal when Monday dawned as a fateful day between the rival east and west coast fishermen and so, lasting several days and so frightful, that eventually only the presence of the army and navy restored any semblance of order. With hindsight it was no more than a nine-day wonder, but it fired the imagination of the national press which called the disturbances "The Newlyn Riots."

Drifters

In those days the east coast sailing drifters used to work the Westward Voyage early in the year and through spring, drift fishing for mackerel frequently as far as Penit on the west coast of Ireland and back to within sight of Ushant Light, on the coast of France. But their favourite hunting grounds were off Mount's Bay and Newlyn, where the "Yorkies", as the Cornishmen called their eastern counterparts.

At the beginning of summer, the Westward Voyage over, they headed north to Scotland and followed the silvery shoals of herrings on their annual migration south through the North Sea before arriving home in early winter. It was a hard enough life working seven days a week and they became infuriated the Cornish fishermen by refusing to observe the Sabbath.

The men from the West-Cornishmen steadily abided by their religious ideals, based upon strict Puritan and Methodist influences, and rigidly adhered to a time-worn maintenance of a ban on Sunday fishing. As early as 1822 a bye-law was passed at St. Ives prohibiting Sunday fishing and these beliefs were re-affirmed by a clause inserted into the "Conditions of Sale" at St. Ives disqualifying salesmen from bidding who had brought fish caught on Saturday or Sunday nights in the 1870's.

Repeated requests to the "Yorkies" to cease Sunday fishing were rejected, although in deference to the East Anglians there were many sympathisers in their ranks.

Then there was the question of conservation! By 1896 over 200 vessels took part in the Westward Voyage, with 60 vessels completely based at Newlyn and, despite spending freely when ashore, there were many who thought this invasion too great for the good of those who worked these waters all-year around.

The most serious bone of contention was the low prices

paid for mackerel. The glut of fish from the East Anglian boats pushed the prices right down except on a Monday, when the local fishermen were at a complete disadvantage because they stuck so adamantly to the Sunday ban on fishing. And these were the main reasons why on that fateful Sunday night resentment against the Lowestoft drifters was stretched to breaking point.

Obviously, small groups of locals huddled together discussing what could be done. Trouble was brewing and the Newlyn men, re-inforced by fishermen from Porthleven, went to their beds determined to teach their unsuspecting "Yorkies" a lesson they would never forget the next day.

The storm burst early on Monday morning. By 7 o'clock Newlyn harbour was in an uproar. All the fishermen and their wives seemed to have turned out together and gathered at the end of the long south pier at least a thousand, and probably more, marched on the Lowestoft vessels giving unmistakable evidence of their intentions.

A few more drifters had arrived overnight and goaded on by their wives the fishermen quickly overcame the coastguard, depositing the chief officer, one Mr. Beale, into the bottom of a punt with instructions "to mind his own business". Now the way ahead to the Lowestoft vessels was clear.

Twenty or thirty Newlyn men at once boarded the drifters, sent the crews ashore, and with very little ceremony set about dumping the whole of the catches from their holds into the harbour. From the small fleet of East Anglian drifters it was estimated over 100,000 mackerel were jettisoned.

Cheered on by the onlookers they now turned their attention to three large boats anchored outside the harbour and manning their little gigs (called "Nickys" by the Lowestoft men) they overwhelmed the crews and taking charge of them brought them inside the pier to repeat the act of returning thousands more dead mackerel to the sea.

Notice

Messages were sent to nearby ports seeking their support against the remaining 30 or 40 Lowestoft vessels from Newlyn still at sea. At St. Ives prohibiting Sunday fishing and these beliefs were re-affirmed by a clause inserted into the "Conditions of Sale" at St. Ives disqualifying salesmen from bidding who had brought fish caught on Saturday or Sunday nights in the 1870's.

The men then turned their attention on Lowestoft vessels out to sea and making for Newlyn. Vessels were captured by boarding parties from the gigs and some of the crews rather roughly handled, although in fairness there were no extreme acts of violence against any Lowestoft men at this stage.

Boy Victor (LT 671) lost her entire catch, as did boards and every scrap of furniture and Beattie (LT 619) were the same treatment as well as having her sails slashed into the harbour.

thousands of mackerel were pitched back into the sea and by the end of that dreadful Monday there were mackerel floating across Mount's Bay as far as the eye could see. Among those to lose big catches were Succeed (LT 507) and Osprey (LT 476). Ashore, an enthusiastic photographer anxious to capture for posterity some of the action had all his equipment, including his camera, smashed to pieces, but apart from this incident and another involving a Lowestoft fisherman outside a public house, there was very little early disorder and the authorities deferred the reading of the Riot Act because the excitement seemed to have cooled down.

In an effort to warn approaching East Anglians of

Looking back to 1896 when east and west coast fishermen fought at Newlyn

THE OPENING shots in the mackerel row between West-country and Scottish fishermen last year were mild compared with what happened at Newlyn between local men and Lowestoft 'Yorkies' in 1896. Floods of mackerel from east coast boats was one of the causes of days of fighting which was only eventually quelled when troops were called in. In this article, TOM WOOD describes the scene which became known nationwide as "The Newlyn Riots".

the trouble that morning, Captain and Mr. Arnall of the Lowestoft agent, who in a steam tug, with two men manned a two and gave chase for a while two men narrowly escaping thrown into the sea they returned later.

In the afternoon reinforcements arrived from nearby Penzance and a number of Specials in. For a time the Lowestoft boats (LT 607) was spotted for Penzance, but they in need of ice and fuel and this meant they had to return to Newlyn on Extension No. 1, back to sea.

In the morning, local magistrates had all

public houses to close and remain closed and an element of the mob incensed by this decision roped up the wooden office of Messrs. Hobson & Co. Ltd., of Lowestoft, on the pier and hauled it to the harbour wall before depositing it into the sea. This incident illustrated the task the local police had on their hands. Though the police tried their utmost to prevent the destruction they were completely outnumbered and unable even to make any arrests.

On the Tuesday morning the Newlyn fishermen held a mass meeting determining to carry through their principles against Sunday fishing.

Some of the locals, however, spoke out against the use of force, but undeterred about 300 fishermen marched along the

seafloor to Penzance where several Lowestoft vessels were thought to be sheltering. Here they met their first setback when a contingent of local police, backed up with a volunteer force of dockworkers brandishing an assortment of clubs, engaged the fishermen as they tried to get onto the quay, throwing back the attack and inflicting some casualties.

By now there were further captives in Newlyn harbour, which had either been caught at sea or arrived ignorant of the situation. As before the catches were tossed back into the sea as well as some light gear.

Vessels suffering these hardships included Sarepta (LT 679), Good Hope (LT 375) and Gallican (LT 542). At four in the afternoon

Warrior (LT 425) was caught making for the harbour, ransacked and 6,000 more mackerel flung over the side. Skipper George Reynolds was later badly beaten up at night trying to get to Penzance, and the culprits only saved from facing murder charges by the police who succeeded in rescuing him.

Havoc

It was not going all the Newlyners way at sea and the drifter Maggie May (LT 371) pelted several gigs with some of her ballast and wrought havoc among them before heading for Plymouth, where her catch was discharged without a hitch.

At length after constant lobbying from Mr. H. S. Foster, M.P. for Lowestoft,

the Home Secretary took steps to restore order and sent in the troops and navy. At 6.30 pm 350 men from the Royal Berkshire Regiment arrived by rail at Penzance and with bayonets fixed and accompanied by the crews of the captive Lowestoft drifters and half-a-dozen magistrates marched, amid constant jeering and some stone-throwing, into Newlyn.

A brisk skirmish ensued on both piers at Newlyn before the troops dispelled the mob and by eight o'clock had complete control. One man lost an ear in the exchanges and minor injuries were very numerous.

With some gigs still at sea the troops had to fire a volley into the sea to warn East Anglians to turn about. At the same time special despatch vessel H.M.S. Traveller, the gunboat Curlew and the torpedo-boat Ferret steamed into the Mount's Bay to effectively terminate the piratical acts at sea.

The chain across the harbour was removed and to the jeers of a few youths the 27

captive Lowestoft drifters were told to leave as quickly as possible. This they did and to the chagrin of the Newlyn fishermen were welcomed with open arms at Penzance. Peace was now outwardly restored. In a final fling on the Wednesday Captain Strick, the harbour-master was mobbed, but rescued by the police and the troops went into action to prevent Penzance "Yorkie" sympathisers marching on Newlyn. It was all over bar the shouting.

Warrants

The Home Office refused to see a deputation of Newlyn fishermen, but agreed to consider a written explanation of their action. Local magistrates issued warrants for the arrest of the ringleaders and nine men were rounded up later to appear for sentencing at the Bodmin Assizes.

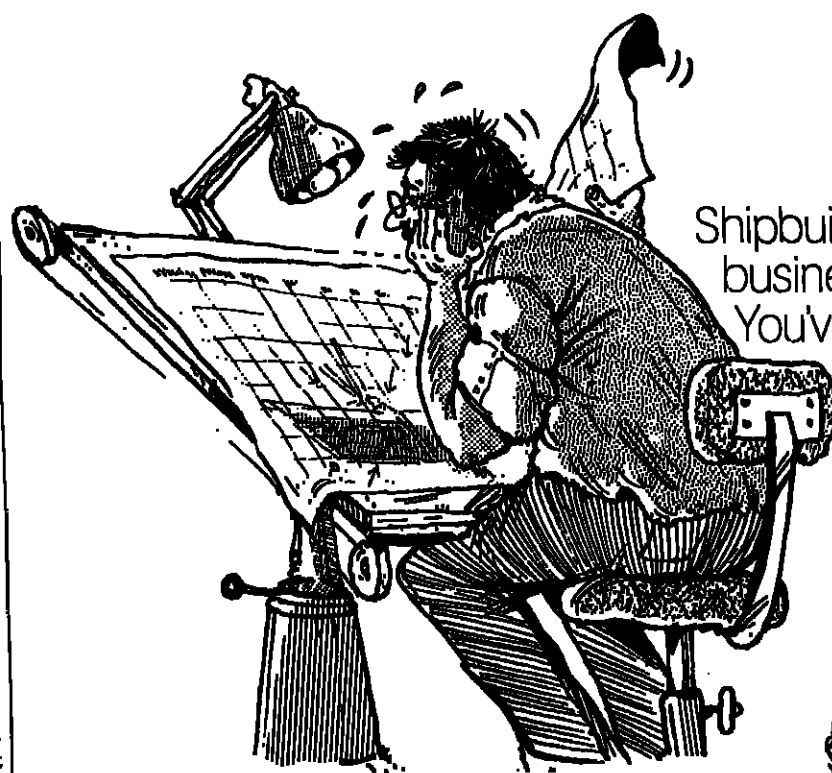
Many others for whom warrants were issued were never apprehended, but in any event it was of little consequence. Of the five found, or pleading guilty, before Mr.

Justice Lawrence, Alfred Green, Nicholas Hosken, John Richards, William Mann and William Trigg were merely bound over to come up for judgment when called upon, walking from the Court virtually unscathed. Perhaps this was the right judgement for the police made a terrible hash over identification of offenders and to have punished the wrong man would almost certainly lead to further bitterness.

Only the complicated question of compensation for the damage and lost fish, put at £1,000, remained unresolved. Finally in January 1897 the Board of Trade fixed damages at £619. 15s. 3d. to be divided among the crews of the outraged boats and as a final gesture the East Anglian boats agreed to compromise with the Sunday ban.

History relates it was honoured chiefly in the breach, but it cemented relationships between the two ports and very quickly the "Yorkies" were back at Newlyn as if the affair had never happened to work the Westward Voyage.

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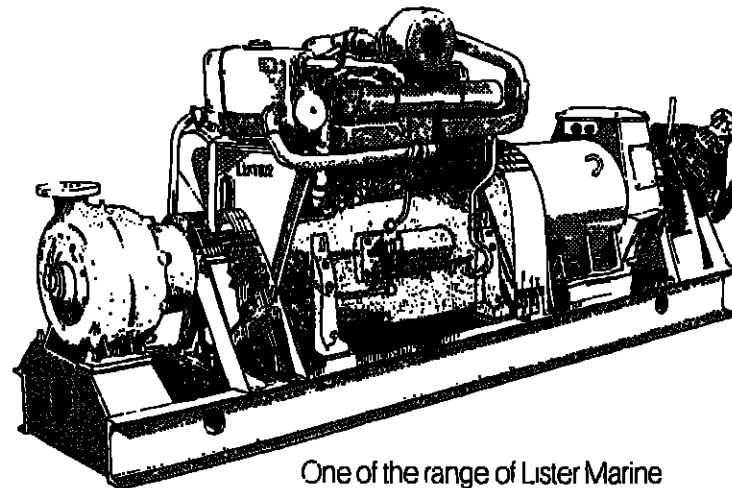
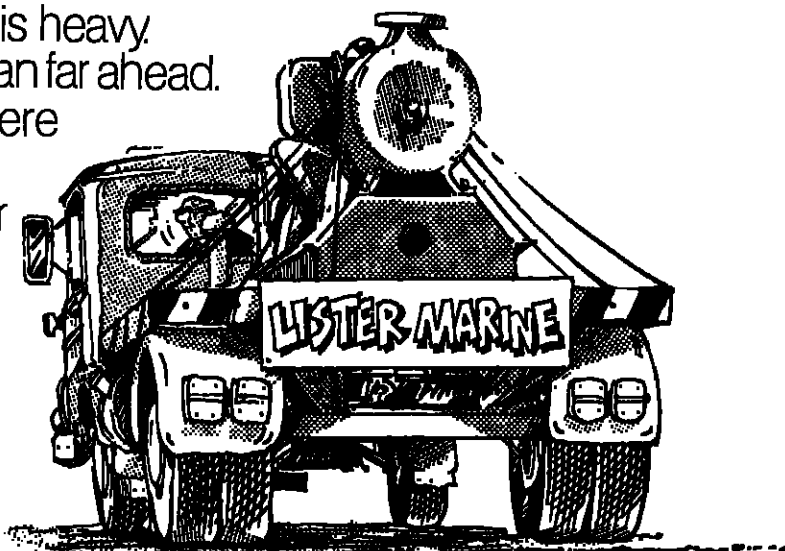
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Marcel Gallin MBE, chairman of Brixham and Torbay Fish Ltd.

BELGIAN TAKES THE HONOURS

ALTHOUGH the heatwave summer weather has depressed prices for fish, Brixham fishermen cannot grumble says Mr. Marcel Gallin, chairman of Brixham and Torbay Fish Ltd.

The excellent conditions have meant that boats have been going to sea practically without a break. The rub was that people have been buying less.

"Can you imagine a housewife trying fish in that hot weather?" Mr. Gallin asked. "And the few mackerel being caught soon go off. Even so, the boats have been doing quite well."

About 10 Brixham boats have been taking scallops off the Cornish coast and landing them at Plymouth, and Newlyn, and about a dozen have been going for the shellfish from their home port, while some beamers have been busy out of Brixham for flatfish.

Mr. Gallin's efforts for the fishing industry in the West Country and nationally were recognised in the Birthday Honours list earlier this year with the award of the M.B.E. He has an interesting story to tell: "On May 10, 1940, a young Marcel Gallin, a native of Ostend, was one of the crew of a Belgian boat operating in the Bristol Channel. On the radio news he heard that his country was being overrun by the Nazis, and he did not see it again until hostilities ended.

The nearest he got to his home country was seeing the coast of France when he helped in the evacuation of the Allied forces from Dunkirk. In the same year, 1940, he settled in Brixham, and except for a 16-month spell at Milford Haven in 1941-45, has lived there since.

He married a Brixham lady and until he came ashore six years ago he operated a succession of trawlers — *Shallow Waters*, *Sweet Waters*, *Mascot*, *Femina* and *Telstar*.

He was one of the founders, 11 years ago, of the Brixham fishermen's co-operative, was its first chairman, and still holds that position, as well as being its outside manager and consultant.

An award was for services to the fishing industry — he is a governor of the Fisheries Organisation Society, chairman of the South Western Fish Producers' Organisation, and chairman of the Brixham

Devon yard strikes north for orders

BIDEFORD Shipyard (1973) Ltd. in North Devon is now becoming increasingly involved in fishing boats. It has an eye to the needs of Britain's trawler owners in these times of change in the industry.

The yard has just delivered the 80ft. steel sloop-trawler *Marigold* to Peterhead, Scotland, owners and has recently received an order to build a 79ft. multi-purpose boat for Skipper Alan Morse of North Shields.

Speaking to *Fishing News* managing director, Graeme Trinder, said that building prospects for the smaller class of fishing vessel are looking better and the yard is getting quite a few serious enquiries. He said this is the time for owners to have the courage of their convictions and order new inshore vessels.

The loss of the Icelandic grounds is already keeping fish prices higher and could give the inshore fleet a bright future.

Work on Skipper Morse's boat has just begun and she is scheduled for completion at the end of the year. When deciding to buy a new boat, Skipper Morse approached several builders but Bideford was the first to offer a design meeting his very specific requirements.

Mr. Trinder told *Fishing News* that the yard is particularly concerned to design and build vessels to suit the individual needs of owners.

He said certain people want certain things and it cost only a little extra to produce a custom-built boat. Skipper Morse has worked closely with the builders on the design of his new vessel.

Why Marigold's hull arrived in 20 pieces

THE HULL of the 80ft. steel trawler *Marigold* has been built twice!

The original order was placed with the Faversham yard of Southern Shipbuilders (London) Ltd., but this company went bankrupt while the boat was under construction.

Bideford Shipyard won the contract to complete the vessel but, as the after section of her hull was still to be placed, it was not possible to tow it to Devon; also, it was not feasible to complete the hull at Faversham.

So, the hull was cut into about 20 pieces and made the journey to Bideford on a fleet of lorries. It has taken about a year to re-assemble the hull and complete the vessel.

The boat has been designed, where possible, by the Bideford yard. Built to the order of Skipper Peter Duncan of Peterhead, *Marigold* is equipped for seining and trawling and has an overall length of 80ft. (24.3m.) and moulded beam, 22ft. (6.7m.).



The cruiser-sterned *Vison* from the Bideford Shipyard. She has a Kelvin 500 hp diesel.

which will incorporate a number of advanced ideas.

Her layout has been specially worked so that the fishroom is on the centre of trim, so she will not go down by the head or stern when carrying fish.

This layout has been made possible by the choice of a Swedish engine of Hedemora make. Only four ft. long, it develops 660 hp.

Designed in conjunction with the Newbury firm of Naval Architects, Shoosmith Howe, the boat will be capable of a variety of fishing techniques including single and pair trawling, plus seine netting.

Of forward wheelhouse design, she has her engineroom aft and accommodation forward. The boat will be of round bilge form

with a transom stern and raked stem. Beam will be about 21ft.

She has been designed to have an overall length of under 80ft., so that she will qualify for a PECCA grant.

The Hedemora engine is a four-stroke, single-acting, diesel running at 1,200 rpm and will drive an Ulstein variable pitch propeller housed in a steering Kort nozzle.

A Gardner 60 hp auxiliary engine and two 35 kW alternators will also be fitted.

Tanks will have capacity for 22 tons of fuel oil and she will be able to carry 132 tons of fish in bulk.

Deck layout incorporates split trawl winches mounted aft and leading direct on to the galleys. The position of the winches provides safety for the crew from any parting

trawl wires and also leaves a good, clear working area aft.

Other gear handling aids are to include a seine net winch, a 24in. power block mounted on a Habb crane, and two Lössie Hydraulic rope storage reels.

The design is such that larger versions up to 88ft. could be produced. The builder feels this type of boat could well appeal to trawler owners as an ideal replacement for their larger distant water vessels.

Bideford Shipyard (1973) Ltd. was bought in 1973 by the Australian Steam Shipping Co. Ltd., a ship-owning company with an asset backing of £9 m.

For the ten or eleven years prior to 1973 the yard operated under the name of Bideford Shipyard Ltd. and built quite a number of small steel fishing vessels in the 60ft. range, chiefly for owners in the south of England.

Typical examples of these are the 47ft. stern trawler *Don Busco* and the 48ft. trawler *Barbarella* completed in 1969. Each is powered by a Volvo Penta engine of 210 hp.

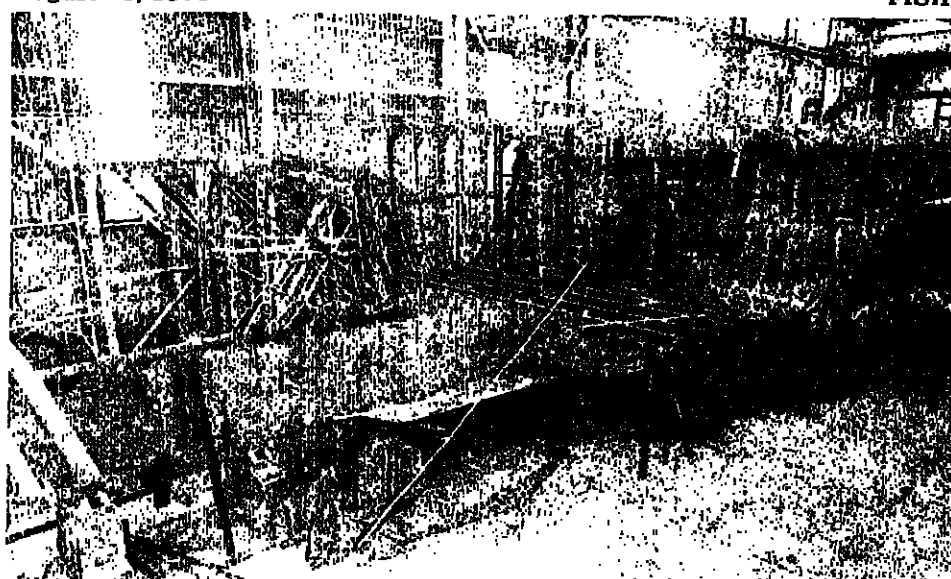
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During the last three years the yard's new owners have modernised the facilities. Equipped to build all kinds of steel craft up to about 100ft. long, the yard is a self-contained unit able to carry out an entire boatbuilding project without work being sub-contracted to other firms.

In addition, the yard can work in aluminium and is at present building a yacht which is being sheathed in cupro nickel.

Prefabrication is employed where possible and this technique is to be used for Skipper Morse's boat. Where it is considered appropriate, welding work is X-rayed.

This is compulsory when building lifeboats and naval craft, so the builders also do it for fishing vessels and other boats as a matter of principle.

The yard's electrical division is particularly advanced and designs, builds and installs the complete electrical system.

These installations meet the approval of the leading classification societies.

Alternating current systems are recommended as the equipment is much more compact and spares can be bought 'off-the-shelf'. The division also designs and builds engine alarm panels, navigation light panels, fail-safe fuel valve controls and bridge control panels can be built for outside customer requirements.

Bideford Shipyard are of commercial craft.

Above: the 75 ft. sloop-trawler *Langdale* under construction at the Bideford Shipyard. She is one of four similar craft ordered by Bogg of Bridlington. Another in the series was *Majestic* (above right). The owners sold three, including *Majestic* and *Langdale*, but operates the fourth.

Last year the Brixham trawler *Pescoso II* was also manufactured by Bideford. She is a 100ft. craft, lengthened by about 10ft. to give her an overall length of about 85ft.

The firm has 120 employees and can build up to four fishing boats under cover simultaneously, in addition to handling repairs to vessels up to 250 tons deadweight on an outside slipway. The yard has its own naval architect, but also employs outside consultants.

Among fishing vessels built in the last three years are the 75ft. sister-ships *Langdale*, *Vison*, *Majestic* and *Galatea*. All four were ordered by the Bridlington firm of Bogg Holdings Ltd., but the first three have since been sold to Scottish owners.

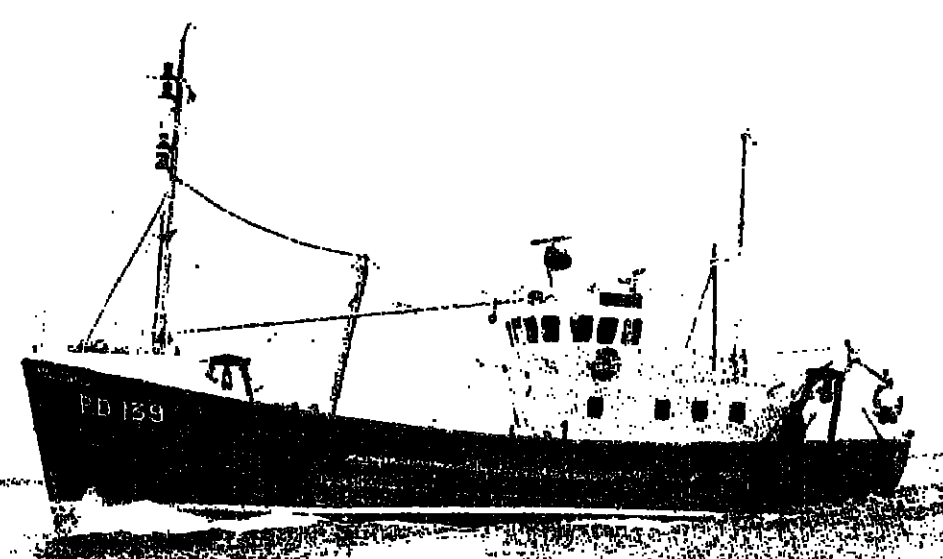
Galatea was delivered to Bridlington last year where she is reported to be doing very well.

Similar in many respects to the typical Scottish sloop-trawler, the cruiser-sterned vessels were designed by Shoosmith Howe and have an overall length of 74.75ft. and beam, 21ft.

Each is powered by a Kelvin engine of 500 hp and is equipped with a Jensen winch, Beccles rope coiler and Lössie Hydraulics power block.

The yard has also carried out repairs and quite extensive modifications to all kinds of commercial craft.

Above: a lifeboat takes shape at Bideford and (below) an earlier lengthening job the yard undertook. A 10 ft. long centre section was added to Brixham's *Pescoso II*.



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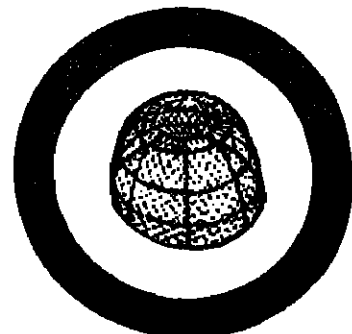
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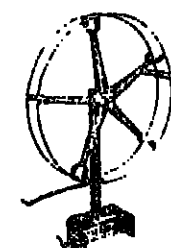
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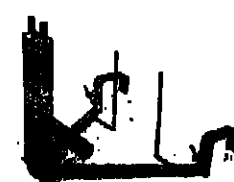
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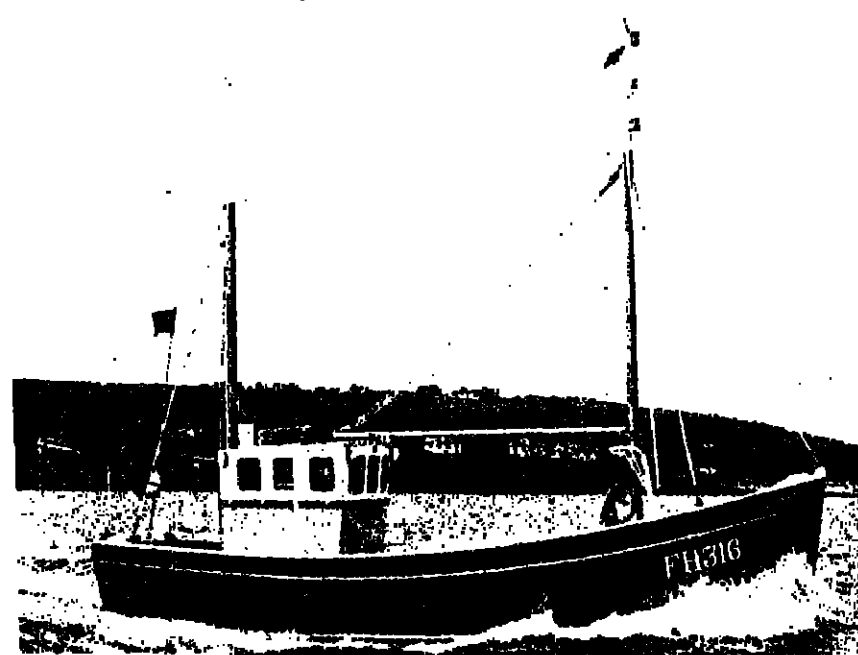
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Newlyn harbour pictured from the south pier. The planned quay will begin at the fish market (left) and run parallel to the north pier where the fishing fleet is seen berthed.

TOP PORT PUSHES ON WITH EXPANSION

WITH LANDINGS over £1m. last year, Newlyn was the top earning port in the whole of the south of England last year. Not content to rest on its laurels, the port is preparing itself for an even bigger future with two major developments.

The Harbour Commissioners are waiting to go ahead with the first stage of a major harbour improvement scheme, and a commercial enterprise began work a few weeks ago on a £1.33m project nearby to prepare fish for the housewife and fish meal.

The port redevelopment scheme is designed to have a new jetty running down the centre of the harbour, a new fish market which could be used at all states of the tide, and a new ice works.

Latest estimated cost of the

total scheme, as placed before Cornwall County Council's Policy Committee, is £1,099,000, with the first stage standing at £702,240.

The committee decided to recommend the county council to defer considering a request by the Harbour Commissioners to guarantee a £249,575 loan towards the first stage. The Commissioners want to borrow the money from the Public Works Loan Board, and the committee is asking consideration to be deferred until confirmation is received of a government grant towards the scheme and the making of a harbour improvement order.

Their project is eligible for a total grant of £164,500 and one of £103,465 for the first stage from the agricultural fund of the EEC, and they were told that the Ministry of Agriculture, Fisheries and Food would approve in principle a 50 per cent grant, subject to Treasury consent.

While the necessary procedure had been taken for obtaining a harbour improvement order, the order was unlikely to be confirmed by parliament before next spring. Meanwhile, the Commissioners, with the support of the fishermen, have decided to go ahead with the first

CATCH VALUE SOARS

1971-2
£588,660

1972-3
£684,090

1973-4
£874,110

1974-5
£1,145,742

1975-6
£1,705,155

stage, amounting to an estimated £702,240.

Annual loan repayments over 25 years, with interest at 14 per cent per year, would be £58,300 for the entire scheme, and £36,800 for the first stage. To meet the loan charges, the Commissioners had increased fish landing dues from 1½ to 2 per cent, and keelage dues by 1p per gross registered ton. These had been accepted by the harbour users.

There was confidence that dues could be further increased at a later stage if the improved facilities of a new

market and ice plant were provided, as envisaged in the second stage.

The Commissioners' financial advisers had estimated that the harbour's surplus of income over expenditure would increase from £31,700 next year to £34,000 by 1978.

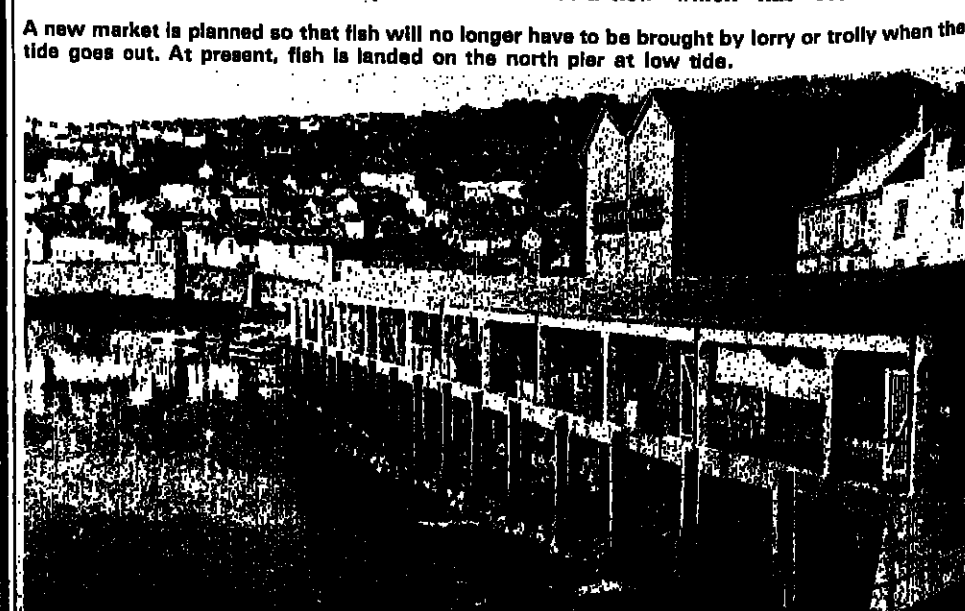
It was pointed out that income derived from two sources — about £12,800 a year from dues on stone shipped from Newlyn, and £47,000 from fish and other landing dues.

While the fish dues had shown a marked increase in recent years, money received from shipping stone had shown a decline.

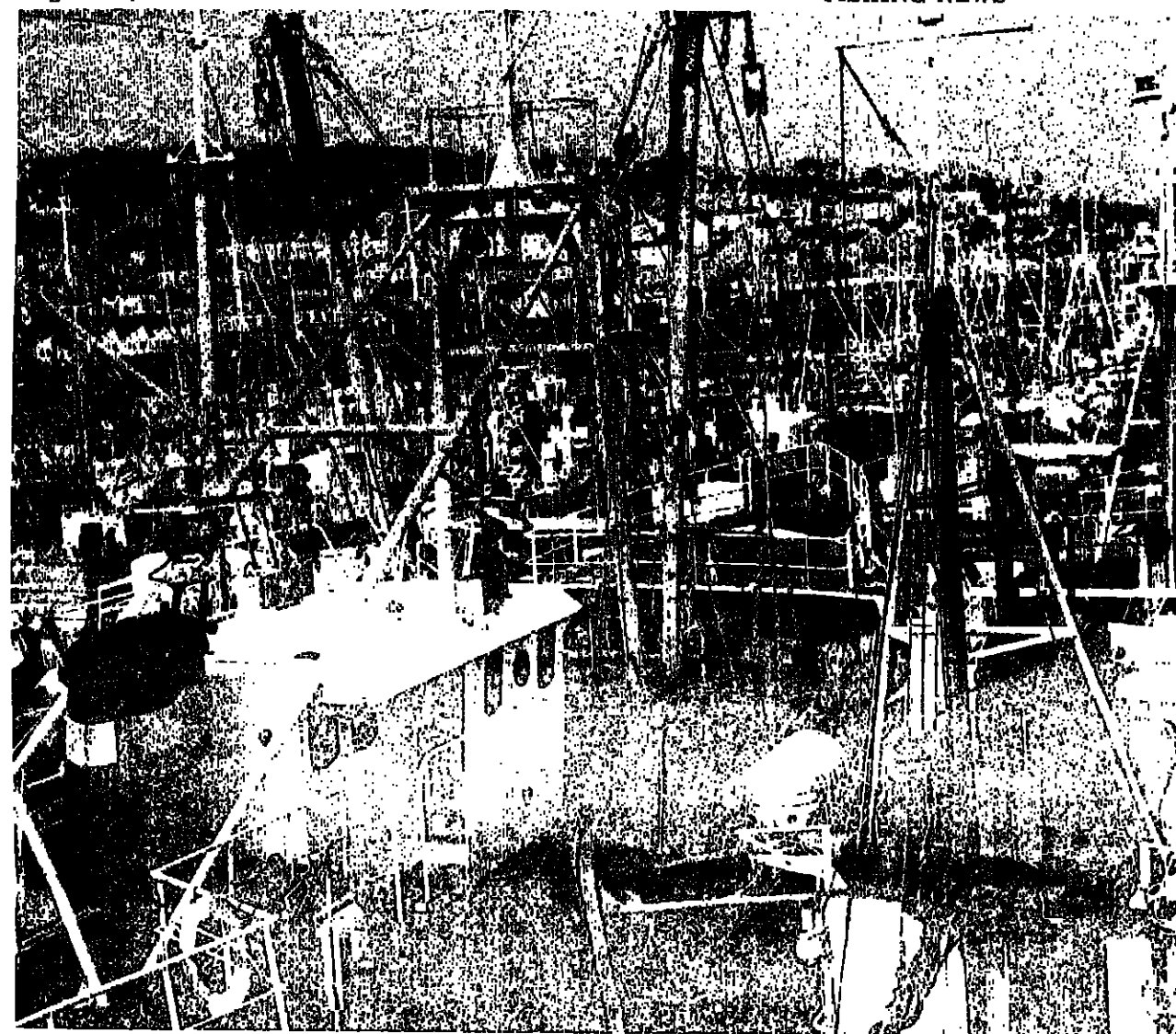
Fish landings in the last five years, the committee was told, had soared. The amount sold in the port had gone from £588,660 in 1971 to £1,705,155 in 1975.

The most noticeable boom had been in mackerel. With mackerel landings in 1971 totalling 147,880, these had risen to 287,522 in 1975.

Trawl and line-caught fish had risen from 240,562 to 395,454 in the same period. The private £1.33-million fish processing scheme outside the actual harbour could provide 120 jobs by the end of the year, and bring a new lease of life to a factory site which has been associated



A new market is planned so that fish will no longer have to be brought by lorry or trolley when the tide goes out. At present, fish is landed on the north pier at low tide.



with the fishing industry for 40 years.

Behind the operation is Western Fish Products Ltd., the parent company of which is Duncan Tucker Ltd., of Bedford, Dorset.

Modern fish processing plant will mean that the Cornish fishermen would have more secure markets in the future for their catches. It was planned to instal more than 21m. worth of new equipment.

At present surplus fish and other catches have to go to Hull for processing into fish meal and animal foods. When the new operation, at Stable Hobbs, Newlyn, begins, the fish will be able to be handled locally.

With the installation of modern plant, there will be two sides to the business — one handling edible fish for human consumption, and the other for conversion to fish meal.

Shortly after the operation was announced, Mr. John De Savary, chairman of Western Fish Products Ltd., and its parent company, commented: "It should be of enormous benefit to the fishermen."

With an ice-making plant as part of the development, edible fish would be graded and packed.

The plant would be operating when the fish were running in January.

"It means that the fishermen will not have to dump fish at sea, for we regard this as a criminal thing as far as the nation is concerned," declared Mr. de Savary.

"Now the fishermen will know in the west of England he has an outlet for industrial fishing," he added.

However, not all local fishermen are convinced that a meal plant will be in their interests. Line fishermen, especially, feel that the plant will act as a magnet for big purse seiners to come and plunder their grounds.

Earlier this year Newlyn's fishermen were driven from their traditional grounds by masses of dead and rotting mackerel — a problem which was said to be unknown before the arrival in the west

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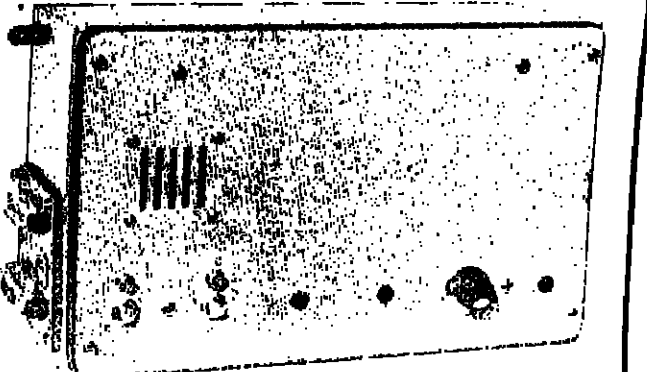
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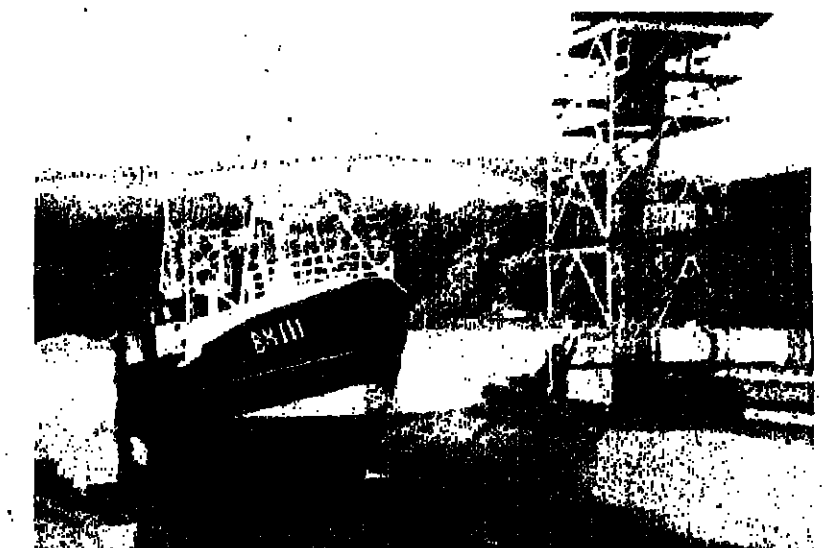
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A WHOLE LOT of boat within the 25-ton limit. That's the description being given to Brixham's new multi-purpose tugboat Lia-G which began fishing three weeks ago.

Although this sturdy 52-footer is a step down in size and power on the 68ft. and 400hp wooden trawler, Sonny Boy, previously worked by Skipper Reg Gibb, she lacks nothing in performance. Out of a maximum 1,800rpm available from the 287hp Baudouin engine, Lia-G is easily towing the bottom gear transferred over from Sonny Boy at 1,400 rpm.

Built at a cost of £52,000 by Southern Ocean Services at Southampton, Lia-G is the first trawler version of the Makiki class trawler-tug design by naval architect, Ian Darley. This combination design was based on the idea that tugs and trawlers have much in common: they both have to tow.

Working 36-hour trips, Reg Gibb has started off bottom fishing for plaice and dabs. Later, if the good run of scallop fishing continues, I could have led to pounding aft might switch over, Reg Gibb told Fishing News. He may even take on pelagic gear for the winter mackerel fishing, he added.

The vessel was built with a WFA grant and loan and there are still hopes of getting

Brixham's tug-hulled 52-footer has plenty of pull

VESSELS REVIEW

a 25 per cent grant from the EEC.

The hull is of the double chine type with full midship sections sweeping up aft over the propeller apertures. The transom is very shallow which could have led to pounding aft when the aft fish hold was empty, but water ballast tanks on each quarter can be flooded to counteract this.

Forward of these two ballast tanks are two more tanks, the port one for lubricating oil and a star-

board one for hydraulic oil. Between these tanks is a small store and, between this and the engine compartment, is the large fish hold with full headroom.

The 25 cu.m. fish hold is insulated with polyurethane foam injected between the hull skin and the GRP hold lining. A sump at the forward end of the hold collects any slush draining from the hold.

The Baudouin V8 engine is a tight fit in the engine compartment and the multitude

of belt driven auxiliaries from the front of the engine could be difficult to maintain. Mounted on each side of the engine are two hydraulic pumps, one for the trawl winch and the other for hydraulic deck machinery. The common hydraulic oil tank is mounted above the engine.

A layshaft on the port side of the main engine drives two Diesel centrifugal pumps, which supply deck wash and bilge pumping, and a 24V al-

ternator. The Baudouin gearbox has a 5.3:1 reduction carrying the drive to the four-bladed propeller which is mounted in a Kort nozzle.

Bollard pull tests registered 4.35 tons. True figures were probably well in excess of this, as 15° of rudder was needed to stabilise the vessel during bollard trials.

Three Airma fans ventilate the engine compartment: two inlet and one exhaust. The main engine starting batteries

are mounted in a steel ventilated battery box.

Forward of the engine compartment is the crew accommodation for four, together with toilet facilities. The galley and messroom are mounted in the aft end of the wheelhouse, a sensible arrangement which reduces disturbance for crew members off watch.

The galley facilities feature a Calor gas cooker with oven, stainless steel sink unit and work tops. There is also a table with seating arrangements.

The visibility from the tug-like wheelhouse is excellent, both forward and aft.

Electronic gear includes: Decca Mk. 21 Navigator; Furuno recording echo sounder with facility for headline transducer readings; 'Seavoice' VHF radio; Redifon GR 377 DR SSB R/T and a Redifon WK 2182 watch receiver.

The hand hydraulic steering is by Styrenachin and the installation, both at the wheel and the rudder, is very neat and compact. The rudder is a single blade balanced type.

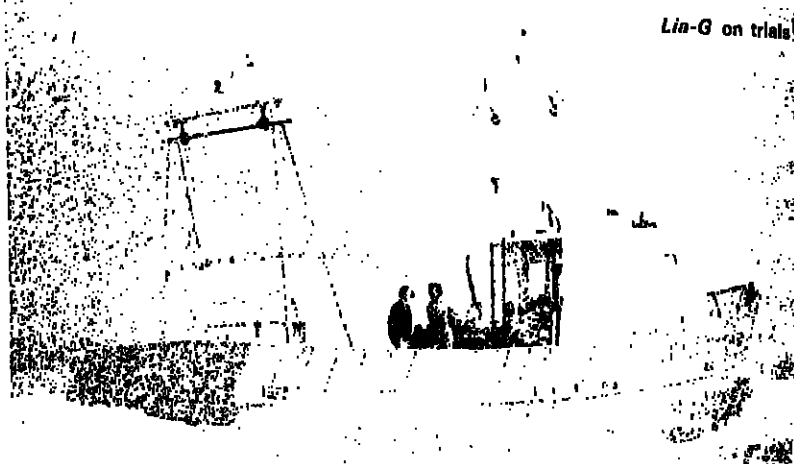
On deck, the four-barrel eight-ton Smallwood trawl winch is mounted just aft of the wheelhouse. All the other hydraulics are by South Western Mechanised Fishing Ltd. and include a net drum unit, and headline transducer wire coiler and a Carron power hoist on the port unloading derrick.

Both port and starboard derricks are mounted on the twin posts at each aft corner of the wheelhouse. The port post doubles as the engine exhaust and the small unloading derricks can be replaced with heavier derricks for beam trawling.

During the DOT survey of this vessel, the inclining experiment indicated that the stability of the vessel easily met the 10 per cent increase required for beam trawlers. This versatile design could find many uses. Already a tug and a service launch are being constructed on similar hulls.

The standard of work is reasonable and it is obvious that much thought has gone into the design. With a length of 52ft., beam of 16ft.3in. and draft 7ft., Lia-G comes out at just under 25 tons.

One bit of good fortune for Reg Gibb, earlier this year, was when he received full compensation for damage to his gear on Sonny Boy resulting from an oil claim. This happened when diesel oil was dumped following an oil spill from Nacina off the Devon coast. Sonny Boy is shortly to have a DOT survey, following which she will be up for sale.



INBOARD DORY

SERIES HULL BUILT

A RUGGED 18 ft. long steel dory with an inboard engine is now being built by E.S.J. Engineering of Salcombe, South Devon.

Previously the company produced a version suitable for being powered by an outboard and the craft met with considerable success.

The standard dory is being used for a number of applications — from potting to collecting mussels. The dory has an excellent weight carrying ability (8 in. immersion per ton loading) and so has been found suitable to ferry catches ashore.

A number of the E.S.J. dories are now in use with fish farms. Farmers have found that, not only are they suitable for general small boat duties, but they can be used as a temporary floating tank for short-term storage.

The inboard engine version has been fitted with a Lister SR1MG of 8.75 hp with 2:1 reduction driving a 16 in. three-bladed propeller mounted in a 1 ft. 9 in. wide protective tunnel.

The craft has the capability to ground without damage. At the same time the walls of the tunnel are extended forward, giving the vessel longitudinal stability. A balanced rudder is fitted and mounted on nylon bearings. The whole concept is based on simplicity and strength.

The engine, with its own fuel tank, can be removed within minutes, as can the rudder and stern gear for maintenance and painting.

The standard 18 ft. dory has a beam of 8 ft. 6 in. and draft, 1 ft. 6 in. Side benches and additional buoyancy are optional. Basic weight is around 16 cwt. and speed unloaded, five to six knots.

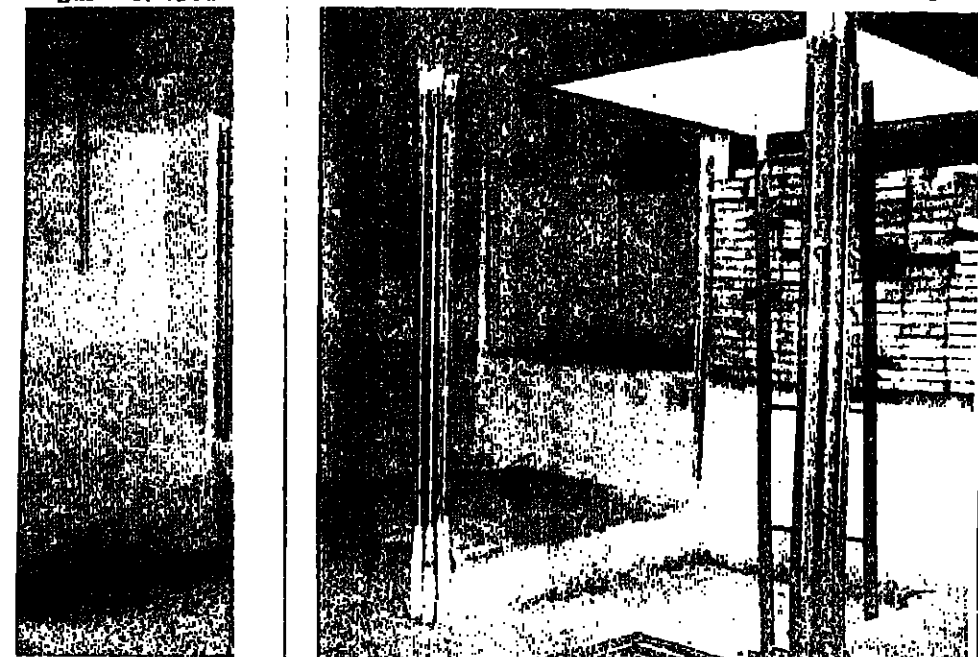
POLDICE Marine of Devon, near Truro, has completed the steel hull of a new class of standard fishing vessels.

The firm is now deciding how to fit out the craft and what engine to install, as the hull has been built 'on spec'.

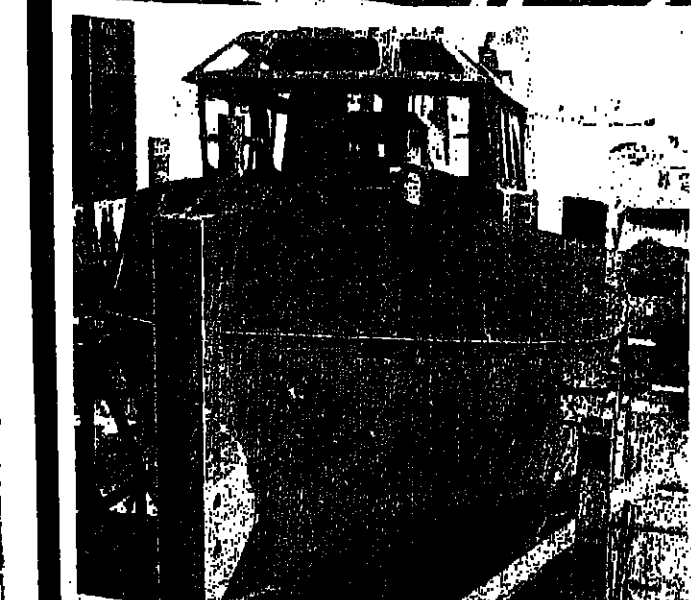
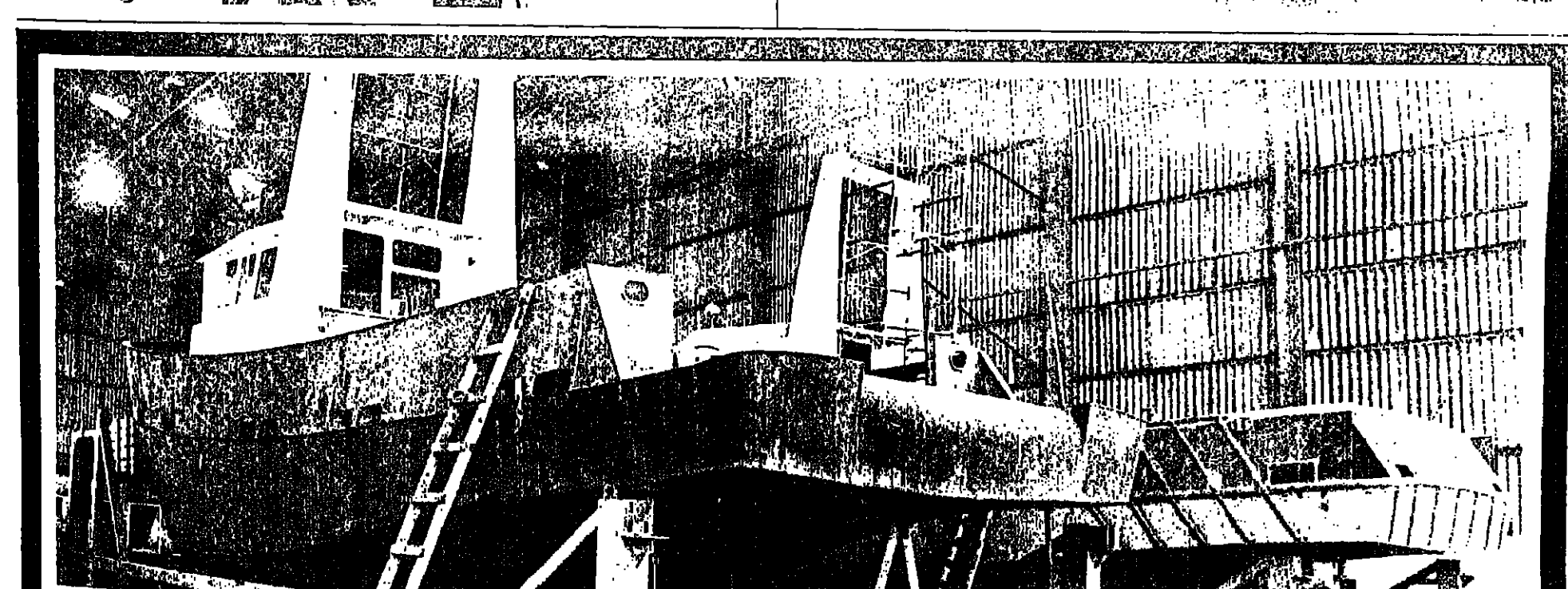
Gary Mitchell of Portmellon, near Mevagissey, Cornwall, has designed the hull which has a waterline length of 34 ft., maximum breadth, 13 ft. 6 in. and maximum draft, 5 ft.

Poldice has already received enquiries from the south coast and northern ports, also from Sweden. The Swedes, it seems, are attracted by the lower costs of UK yards.

E.S.J. Engineering's dory showing the propeller mounted in the protection of a tunnel. The craft can ground without damaging the stern gear. The engine can be taken out quickly.



Above: Lia-G's fish hold has full headroom and is foam insulated between the hull and GRP hold lining. Below: visibility is fine through large wheelhouse windows.



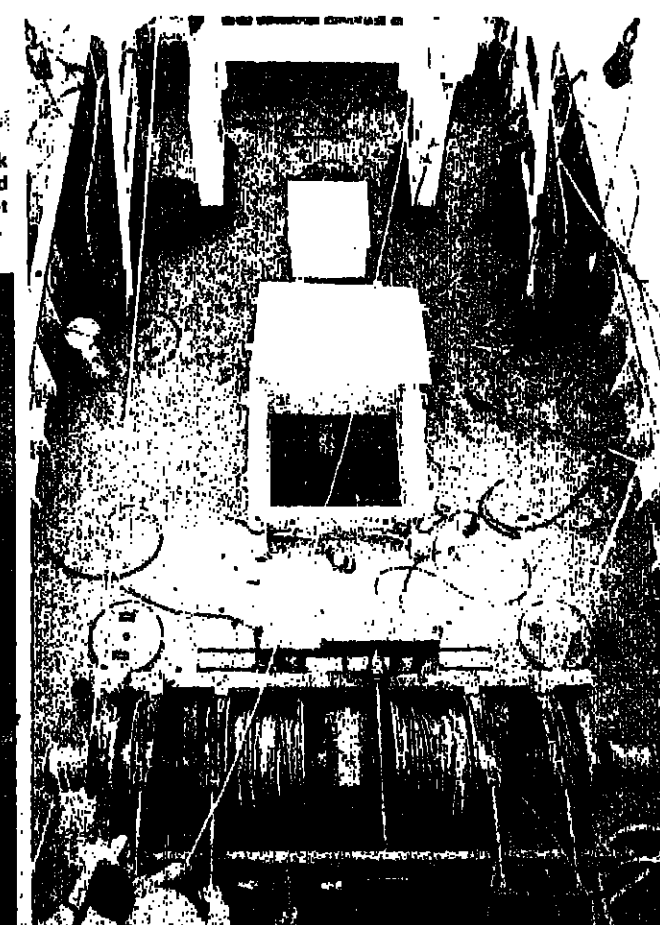
South Ocean Services (Commercial Craft) Limited, builds powerful mini-ships for all purposes in steel. Harbour tugs, Stern trawlers, Work Boats, Lighters and sea-going Barges. Approved builders by Lloyd's, Bureau Veritas, White Fish Authority and Crown Agents.



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England. Telephone: 0705 29128

Above: the 52 ft. Lia-G has a tug-shaped hull which gives her exceptional pulling power. Her main engine (below) is a French Baudouin unit of 287 hp. Skipper and owner of Lia-G is Reg Gibb (above right), who hopes the EEC will be

shelling out 25 per cent of her cost. Right: deck layout of Lia-G. South Western Mechanised Fishing supplied the hydraulics, including net drum, and the trawl winch is by Smallwood. It is an eight-ton, four-barrel unit.



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Sailing out with two new



'Harmony'

HARMONY is a St. Ives, Cornwall, fishing boat based on the Freeward Marine 35 GRP hull. She was fitted out by her two St. Ives owners, Dick Pollard and Frank Bottrell.

Fishing News has been out with **Harmony** on a day's fishing to see how this home-built boat behaves under fishing conditions.

There is no indication that this boat has been home-built at first glance. **Harmony** has a purposeful look and it is only close examination that reveals evidence of home construction. The difference is seen in such items as the deck beams, which are made from soft wood rather than the iroko which a boatyard would use.

This doesn't detract from the boat and this is only likely to have an effect after many years of use, when deterioration will be more rapid. The hull is constructed to a very high standard and compares favourably with other GRP hulls in finish and strength. It was shown bare at the Earle Court Boat Show.

Harmony is a departure from traditional West Country fishing boats in many respects. Two obvious features are the flare and knuckle forward, and the arrangement of the gantry and mizzen aft.

The fine bow sections make this an easily driven hull, whilst the full sections above water give a full bow to provide buoyancy in a head sea. The wide transom allows a large clear aft deck.

The only obstruction on the aft deck is the small, low hatch which gives access to the fish hold. The aft end of this deck has been kept clear by mounting the mizzen sail on top of the steel gantry, giving a clear run to the transom. This makes it much easier to shoot the tangle nets which form a large part of **Harmony's** fishing operations.

These are simply shot over the transom and there is nothing for them to foul on. Mooring arrangements are kept simple, with a small closed fairlead in the centre of the transom allowing the aft mooring line to be shackled directly on to an eye on the fish hold hatch coaming. When lying alongside for discharging, the gantry forms a suitable mooring point.

For hauling tangle nets, the hydraulic net hauler on the starboard side just aft of the wheelhouse is more than adequate. This combines with a line hauler for use when potting.

an hydraulic trawl winch so that **Harmony** will have the versatility to undertake whatever type of fishing is profitable at the time.

Harmony has been hand lined for mackerel. This requires the minimum of equipment: three hand lines, one for each crew member. **Harmony** is too sophisticated a craft for this type of operation, but it catches fish for which there is a good price so it becomes economical.

After an early morning spell on mackerel, **Harmony** returns to port and discharges; then she is off to sea again to work tangle nets.

Right: **Harmony's** two engines give her owners, Dick Pollard and Frank Bottrell, the confidence to work her close inshore.

Below: a Jabaco pump is used to wash the deck and catch. Below right: hand lining for mackerel can be profitable — even in summer.

catching crawfish and flat fish.

It can mean a long day, starting at 04.00 and finishing around 19.00, but it is only by working the boat hard that she can be made to pay. Messrs. Pollard and Bottrell justify this by welcoming the freedom which fishing their own boat gives them.

"They are full of praise for Cornwall Fishermen Ltd., the local co-op, which sells all the fish they can catch. It takes a lot of guesswork and worry out of fishing when you have guaranteed markets."

A boat can only earn money when she is at sea

fishing. Reliability of the machinery is all important and **Harmony**, with her main and wing engines, is well equipped.

In the event of the failure of one engine, **Harmony** can still fish using the other. Two engines also bring safety when working close inshore, where an engine failure could result in the boat being swept ashore.

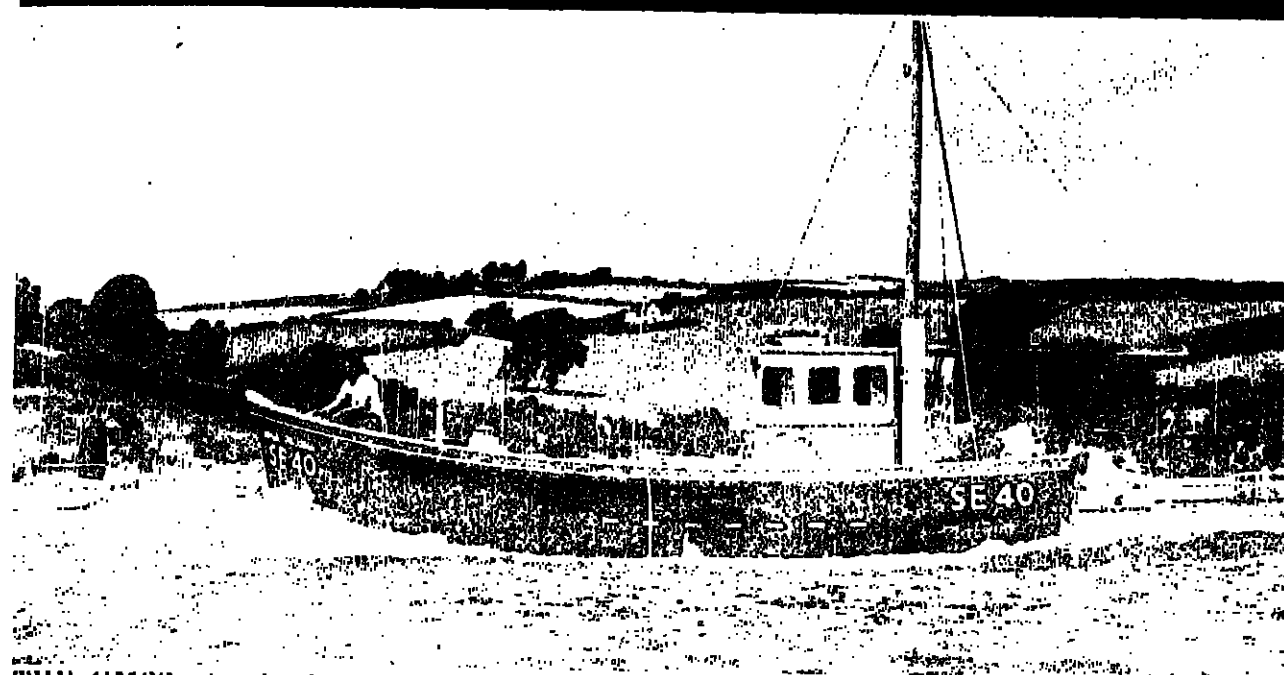
Harmony is demonstrating that the hard work involved in building your own boat can pay off. This way you know the boat intimately and can usually pin-point a trouble if anything goes wrong.

One of the worrying aspects of fishing these days is the long hours which have to be worked to make a boat pay her way. Maybe the time is approaching when boats will have two crews to keep working 24 hours a day.

DAG PIKE



GRP Westcountry boats



THE GM32 standard fishing boat built by Cygnus Marine near Falmouth has built up an enviable reputation in a short time.

The first in the series, **Emma Goody**, was launched in mid-August last year and she has been followed by another 22 hulls/completed boats.

The quality of the hull construction fully justifies this sales success, but there are some small details of fitting which detract from the otherwise good finished boat.

One of the latest in the series is **April Provider** of Salcombe, Devon, which was delivered in mid-July. She is the first aft wheelhouse GM32 completed by Cygnus, as the previous aft wheelhouse craft was a put-finished boat which cuts the price.

A morning's fishing in **April Provider** fully demonstrated the excellent seagoing qualities of this Gary Mitchell-designed hull. The boat rides easily in a seaway and is remarkably dry, with only light spray coming aboard and the occasional wash through the scuppers.

The motion is moderate, but the rolling is heavier when the boat is lying-to for picking up pots.

The Wills-Ridley hand hydraulic steering to the single plate balanced rudder is light and positive; the boat turns quickly at both slow and full speed. Directional stability is very good and the boat can be left to her own devices for short spells even in a seaway.

So much for the good points, and these are the important characteristics of any boat. The criticism comes from some of the detail fittings — a bit more care and attention would make these good boats excellent.

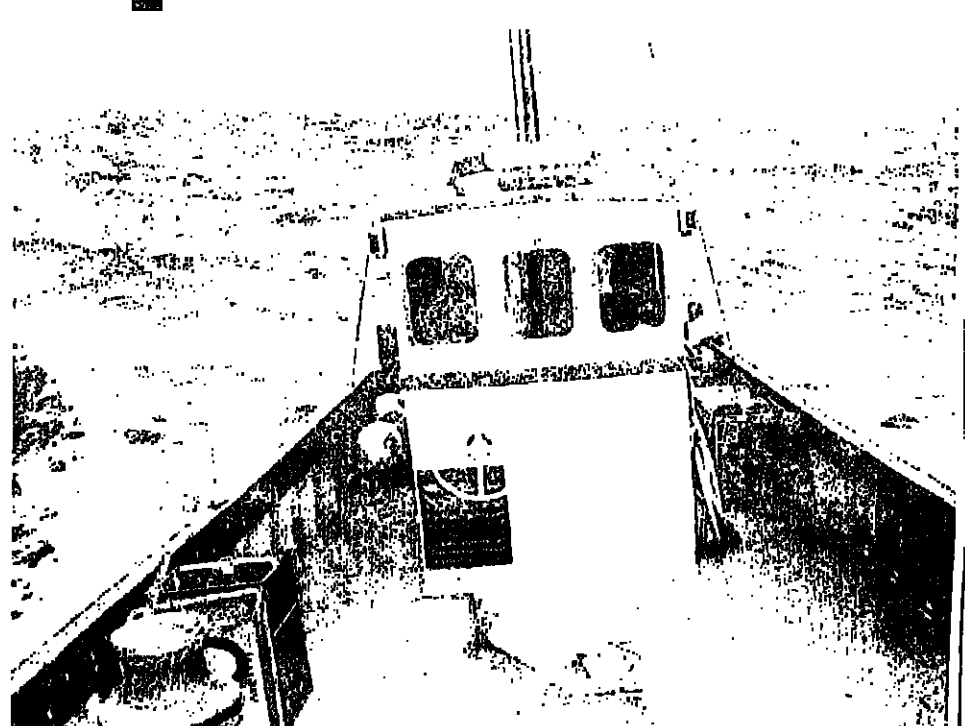
The stern navigation light is mounted about 4 ft. off the deck on the mizzen mast, just at the right height to be knocked when moving gear about the deck.

The fairleads mounted on the top of the bulwark capping on the transom have been fitted the wrong way round, which is not serious as they are unnecessary anyway.

More serious is the placing of the electrical distribution box right alongside the engine air intake vent under the dashboard, where it will be constantly wet. Even after three days' use there was corrosion on the terminals.

The engine compartment is under and forward of the aft wheelhouse. The port side of

'April Provider'



The wide and clear deck of **April Provider** gives plenty of space for stowing pots. Below: crewman Keith Favis takes a crab from a pot. Strings have had to be doubled in length to be worked by a 32-footer, as previously a 20-footer was operated.

The Ford Sabre 108 hp diesel is particularly difficult to get to because the dry exhaust pipe runs midway across the access. The batteries are stowed in this area, which means that they are unlikely to receive the attention they deserve.

This boat is built under WFA grant and loan and the construction has been supervised by WFA surveyors. While they are intent on making sure the boat is built to WFA standards, they could perform a very useful service to fishermen by pointing out modifications to builders.

Both owners and builders could benefit from the expertise of the WFA surveyors.

As with any new boat the owner of **April Provider**, Graham Griffiths and his regular crew Keith Favis, need time to sort out the operation of the boat. Having previously owned a 20ft. wooden boat, they are now having to double the number of pots in their fleet. The good deck area on **April Provider** allows them to handle 40 pots at a time.

The pedestal-mounted Spencer-Carter hydraulic capstan and line hauler is mounted on the starboard



side forward, with a davit and blocks providing a suitable lead. The boat is being used solely for potting and the large space below decks forward is used as a store. The hydraulic lines to the hauler pass through this space and need to be clipped up more securely to prevent chafe.

Aft of this store is the full width fuel tank and then the engine compartment reaching right aft. The hull structure is built very strongly and should last well with a minimum of maintenance.

The boat looks very pretty with her aft wheelhouse and traditional mizzen.

DAG PIKE

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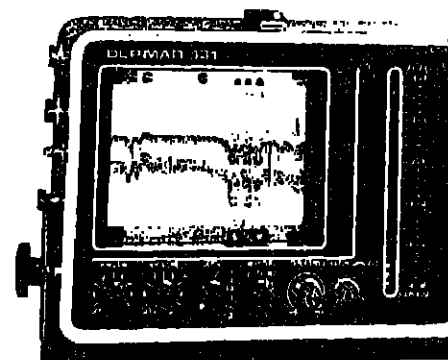
South-west boats fit new sounder

THE FIRST two of a new series of Kelvin Hughes echo sounders will make their debut at the Plymouth Boat Show. Known as the Depmar 100 series, they are the 103 and 131 models.

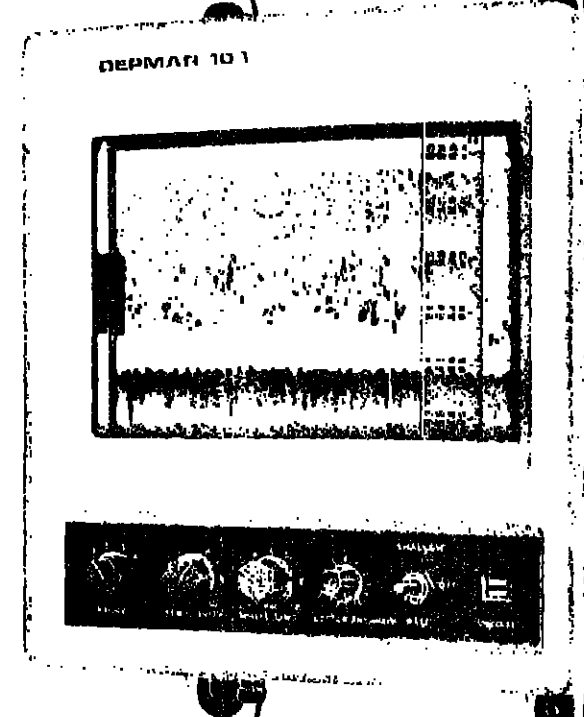
The sounders will be on the Marine Electronic Services stand (number eight) and, according to Kelvin Hughes, Figure One, i.e. the "hole in the middle".

The sounders will be on the Marine Electronic Services stand (number eight) and, according to Kelvin Hughes, Figure One, i.e. the "hole in the middle".

Initial United Kingdom



These two new sounders will be on show at Plymouth. The Depmar 131 (left) and the 103 (right), which has already been fitted to West country boats.



A special feature is the "bottom anywhere" control. When changing ranges, this allows the operator to position the sea bed echo where he can see it rather than, following a range change, right at the top of the screen.

Very good ground discrimination is possible by delaying transmission. Immediate conversion of fathoms to metres is possible and vice-versa. One model suits a range of voltages, enabling the set to be switched to any vessel.

White line

With plugs on all wiring to the display unit, the set can be easily removed for servicing. A fully adjustable white line control is situated on the display unit's front panel.

Power consumption is only 1.2 amps at 24V or 2.2 amps 12V. Power output is more than 150 watts. It has an automatic S.T.C. noise suppressor and, being fully transistorised, needs no warm-up period.

The eight depth scales are as follows:

0-40 fathoms; 35-75 fathoms; 65-105 fathoms; 100-140 fathoms.

0-80 fathoms; 70-150 fathoms; 130-210 fathoms; 200-280 fathoms; Paper speed 2 in. to 3 in. per minute shallow, or 1/3 in. per minute, deep setting. Operating frequency is 50 KHz, or 200 KHz, and recording is on 6 in. wide dry paper. Weight of the unit is 36lb. and overall dimensions are: height 10 1/2 in.; width 13 in.; and depth 7 1/2 in. This makes the Depmar 103 suitable for the smaller fishing vessels.

The Teignmouth vessel Hendricky Margaretha has been fitted with a 50 KHz version for bottom fishing and a 200 KHz version with headline transducer.

A Cornish vessel, Terene of St. Mawes skippered by John Marshall, has just had a unit fitted. She trawls in summer and lines for mackerel in winter. Her skipper is in no doubt the unit will be invaluable in locating winter shoals and the very good ground discrimination is useful in a very rough bay.

Ready market

The Depmar 103 incorporates all the good features of previous sounders plus many of its own. Competitively priced it will — even in these hard times — find a ready market.

The Depmar 131 has six recorder ranges covering 0 to 120 fathoms, with appropriate sounding rates and pulse lengths; and two flasher (L.E.D.) ranges: 0 to 10 and 0 to 20 fathoms.

The 131 offers a choice of

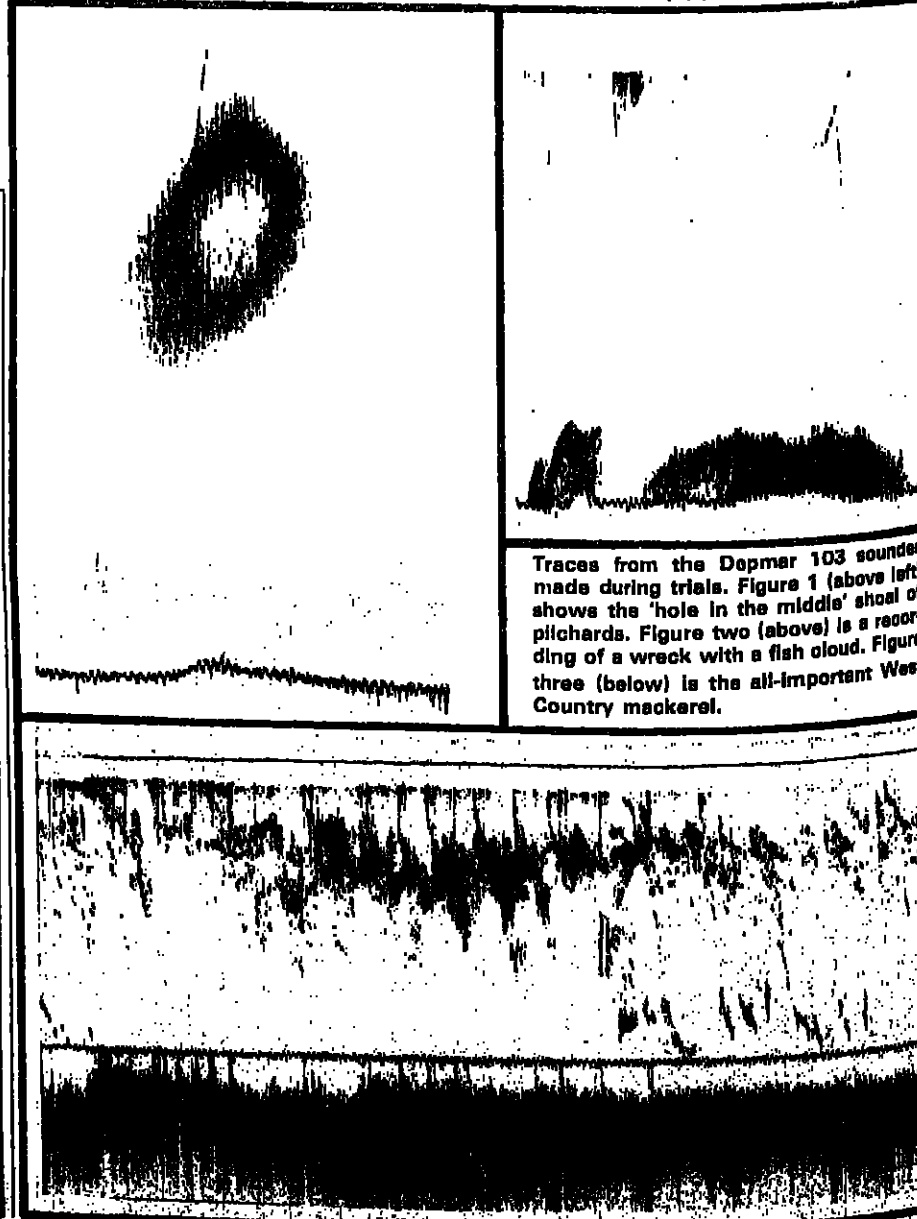
frequency: 50 KHz or 200 KHz, and operates from a 12V, 24V or 32V d.c. supply, consumption being 12W, 20W and 30W respectively.

The recorder is 8 1/2 in. high, 11 1/2 in. wide, 6 in. deep and weighs 14 1/2 lb.

The small transducer is approximately 3 1/2 in. long, 2 1/2 in. diameter and 1 in. deep; the integral hull gland is 6 in. long with an external diameter of 1 in. As with the 103, the transducer is easily fitted to any wooden or GRP hull, alternative transducers for steel vessels are available.

Both models can be used for navigation and fishing, but the 103 with its larger, 6 in. wide, chart will probably find favour with fishermen. The 131, with the alternative 4 in. chart recording flasher scale operation, makes it possible to save paper when running for long periods.

Marine Electronic Services can be contacted at: 61a Churston Street, Plymouth, Devon.



Traces from the Depmar 103 sounder made during trials. Figure 1 (above left) shows the 'hole in the middle' shoal of pilchards. Figure two (above) is a recording of a wreck with a fish cloud. Figure three (below) is the all-important West Country mackerel.

Plymouth show preview

SEABOURNE ELECTRONICS LTD. The Weemar 220 sonar will be available for inspection in the West Country for the first time. Included in a wide range of electronic gear on this stand is a Koden cableless net monitor and Sperry 127 radar. The company will also take the opportunity to have on display its new general manager, Eric Paula, who has just joined the outfit.

TREEVE MARINE LTD. A first time look at the new Treeve 15 GRP hull designed by Gary Mitchell of Mevagissey. With a length of 15ft. 6in., beam 6ft. 6in. and draught, 1ft. 6in., this hull is described as being 'well suited for cove work, large enough for open seas yet small enough for trailing'. Built to Lloyds and WPA specification, these hulls are offered with fore or aft wheelhouse, cuddy or as an open boat with foredeck.

SPENCER CARTER. Well known for its mackerel fishing gear, this engineering firm will be showing for the first time a new range of hydraulic-powered deck equipment. This includes capstans, line haulers and line hauler/capstan units. A complementary range of pumps, reservoirs, control valves, etc., will also be displayed. Hand operated mackerel gurdies, stripping devices and a hydraulic gurdy will complete the display. Stephen Carter and Michael Spencer will be on hand to answer technical questions.

MARINE ELECTRONIC SERVICES. A feature of this display will be a range of new echo sounders marketed by Kelvin Hughes. There are two basic models, the Depmar 103 (see opposite page) and the smaller 131. Both sounders are manufactured in Japan and can be used with 12, 24 or 32V supplies. Also on display will be a new range of Weasato boat heaters and a self-tensioning hydraulic transducer cable winch complete with a remote control unit. Other products available for inspection will include: radar, vhf and sabb radio telephones, automatic direction finder, autopilot, distress equipment and yacht navigational aids.

SKENTELBERY & SON LTD. The sturdy 'Saltram' 24' GRP hull will be on display. The first of these hulls built by the firm with White Fish Authority grant and loan was completed recently for a Welsh fisherman and the craft is powered by a Mercedes engine producing 40hp. With a length of 23ft. 6in. and beam, 8ft. 4in., she has, despite her small size, proved a very stable sea-boat. The hull has a moderately fine entry forward, running into a firm bilge amidships, and then to a full transom stern.

CALSTOCK MARINE SERVICES. A range of engines will be shown including Lister, BLMC 3.8 litre and the CMS 70 based on a Ford unit. Bamford nylon propellers as well as Borg Warner will also be exhibited. A press-button gear

control is the latest development by Calstock and there will be an advance view of this equipment, which is being patented. A technical advice service will be available on engine problems, installations and repairs.

A. RAY BURN (PLYMOUTH) LTD. Engines from Baudouin and Thornycroft will be displayed. The range covers from 20-1,500hp. A new exhibit will be the 'Celtic Slave' 14-ton line hauler which already looks like being very popular with south-west crab fishermen. Three of these haulers have been ordered by the well known crab firm of Browse Bros., Paignton. Among a wide range of fishing equipment featured will be: Teleflex Morse engine and steering controls, Smallwood hydraulic deck machinery and FRM gearboxes.

ROYAL NATIONAL LIFEBOAT INSTITUTION. A selection of photographs will show the RNLI's work in saving life at sea. The Plymouth Ladies' Lifebot Club will, once again, be selling a wide range of souvenirs which helped swell income last year — all from voluntary contributions — to over £5m. At the same time, groups of voluntary workers from Plymouth will be manning the stand and selling raffle tickets for a dinghy, generously presented each year by boat builders, Mashford Bros. Ltd. of Plymouth. A drive is on to recruit for the Institution's Membership Scheme, whereby those wishing to be associated with the lifebot service could become members of 'Shoreline' at a cost of £3 per year. There are currently in excess of 31,000 members and it is hoped, during the next few months, to encourage each one to enrol at least one new member. This would mean that a 37ft. 'Rother' class lifebot named 'Shoreline' could be built.

INTERNATIONAL YACHT PAINTS. A new mobile advisory service is manned by specialists to give guidance to boat owners on painting problems. Tough quality coatings cover the full range of anti-corrosive and anti-fouling paints for the protection of each area of a boat and all types of construction. New products include International's low density filler — a modern approach to glass fibre boat profiling, reducing the weight of normal fillers. Also a polyurethane non-slip deck finish, ensuring a good foothold on wet decks. Coatings include conventional and polyurethane enamel systems for topsides and cabins, varnishes, plus a comprehensive range of anti-fouling to suit the type of construction and location of operation.

MONOCHORUM Manufacturing Co. GRP hulls and diesel engines will be displayed. The well-known and traditional-type Plymouth Pilot 16 and 18ft. round-bilge hulls can be inspected, plus a range of the small Sabb diesel engines which are available from eight to 30 hp.

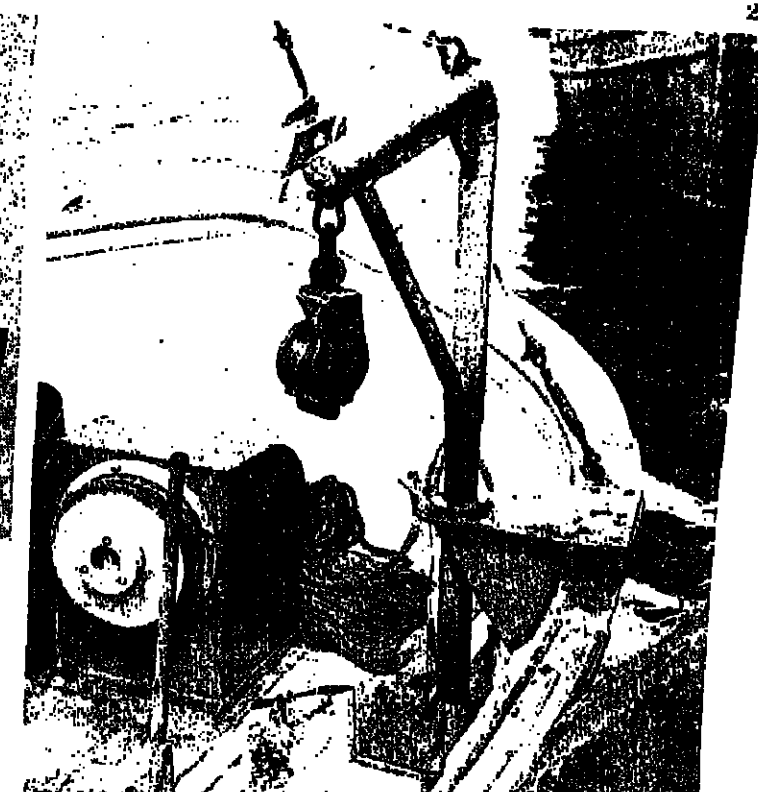
THE West Country Boat Show opens tomorrow (Saturday) in Plymouth. Although this exhibition takes in pleasure boating, there are enough well known names taking part to make a visit by commercial fishermen worthwhile. The show runs from August 14-21 inclusive. Opening times are 10.30-7 p.m. (except for Sunday when it's a 1.30 p.m. start). Admission 30p, children 15p. Organisers are the Plymouth Incorporated Chamber of Commerce.

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Reliability, economy and easy maintenance mean that more of the profits are going to you, not going to keep your diesels going.

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The new Celtic Slave pot hauler will be on the A Ray Burn stand (number 23). One of the first units is seen fitted aboard the crabber Silver Spray II (Skipper Terry Ekers).

Compact design means that the engines take up less room, leaving more room for the catch.

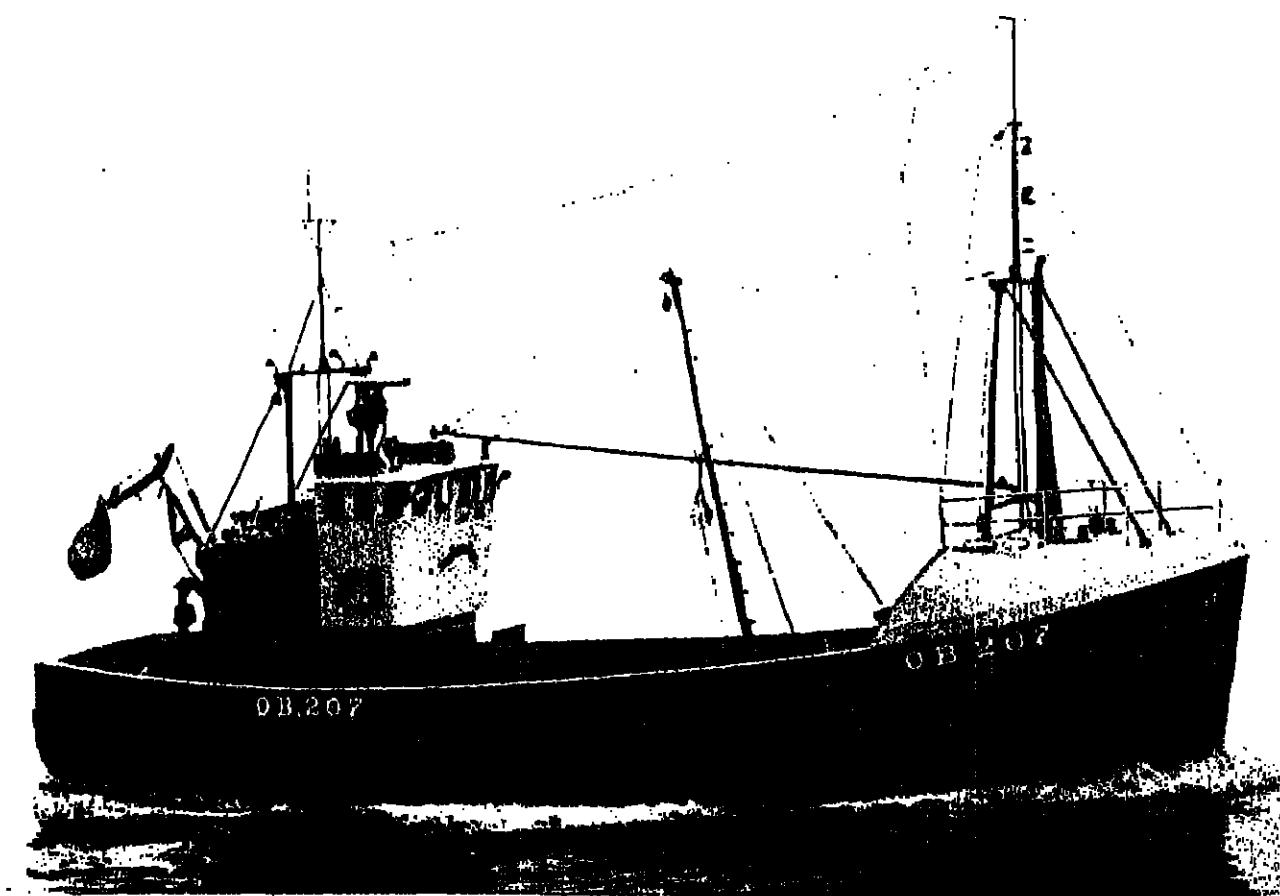
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